

CYCLE NEWS

April 6, 1988 : Number 13

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All roads lead to Laguna Seca

Interview: Eddie Lawson

Johnson, Kehoe on top at Hangtown Nat'l MX

*Nevada Nat'l H&H ■ La Carrera III
World Championship Ice Speedway
Gatornationals ■ Formula USA RR*



America's weekly motorcycle newspaper

In the WIND

BY PAPA WEALEY

Texan Kevin Schwantz (Suz) won the opening round of the 500cc World Championship Road Race Series in Suzuka City, Japan, on March 27. Schwantz topped defending World Champion Wayne Gardner (Hon) by 8.3 seconds after a race-long battle; Gardner ran off the track on the final lap. Third place went to two-time World Champion Eddie Lawson (Yam). Californian Wayne Rainey (Yam) finished sixth in what was his first-ever 500cc Grand Prix. The fourth American entered in the 500cc class, Randy Mamola, completed eight laps on the Cagiva V-four before retiring with mechanical problems. In the 250cc GP, West Germany's defending World Champion Toni Mang (Hon) defeated Spaniard Sito Pons (Hon) by half a second with last year's Japanese GP winner Masaru Kobayashi (Hon) finishing third. American John Kocinski (Yam) finished fifth after dicing for the lead before experiencing mechanical ills.

The entry lists for the 250 and 500cc GP road races at Laguna Seca on April 10 show 55 riders entered in the 250cc GP and 35 in the 500cc GP. "First, we used the international grading list for the 250cc riders and then used our 250 point standings from last year and the results at Daytona," said Bill Amick, AMA vice-president in charge of competition, adding, "We rejected quite a few 250 riders." Among the 500cc entries is Eugene Brown of Oregon. Brown, who will attempt to qualify aboard a RG500 Suzuki, competed in the 1965 U.S. GP at Daytona. Brown's entry was first rejected by the AMA but he persisted in pressuring for permission to enter and was granted that permission last week. Brown has competed in Oregon Motorcycle Road Racing Association events for more than a decade, garnering that organization's number one plate eight times. "I just want a chance to qualify," Brown, who is sponsored by Hanna Car Wash International, told us.

The Rules Committee in the California Senate voted 4-0 March 23 to approve the confirmation of Henry R. Agonia as director of the California Department of Parks and Recreation. Agonia, who closed Anza-Borrego Desert State Park to off-road riding shortly after taking office in 1987, recently has come under fire from off-road enthusiast groups (especially CORVA, the California Off-Road Vehicle Association) seeking to prevent his confirmation. Before the Rules Committee voted to

accept Agonia as the state's permanent parks director, they asked him if he would "negotiate" the future of Anza-Borrego with CORVA officials. Agonia reportedly said he would consent to negotiations and added that a new plan for Anza-Borrego will be released afterward. The full senate will vote on Agonia's confirmation April 7.

A reward of approximately \$165,000 is being offered for information leading to the arrest and conviction of two men who murdered Super Crown of Stadium Motocross promoter Mickey Thompson, 59, and his wife Trudy, 42. The Thompsons were shot to death March 16 on the front lawn of their southern California home as they left for work. The reward money was raised from private donations, including a \$30,000 donation from the Specialty Equipment Manufacturer's Association (SEMA) and a single, anonymous donation of \$100,000.

Closed casket services for Mickey and Trudy Thompson — attended by more than a 1000 mourners, including numerous motorsports celebrities — were held March 21 in Rose Hills Chapel in Whittier, California. Burial followed in Rose Hills Memorial Park. "The crowd (during services) ranged from the captains of the (racing) industry to just people who have been to a Mickey Thompson race," said MTEG spokesman Doug Stokes. "There were a lot of fans around the periphery, not curiosity seekers at all. It was really touching. There was quite an outpouring." Motorsports figures who attended the bidenominational services (Thompson was Christian, Trudy was Jewish) included auto racers Dan Gurney and Parnelli Jones. Many other representatives of the auto racing industry were on hand, as were numerous officials from the motorcycle/ATV industry.

Mickey Thompson Entertainment Group's Super Crown of Stadium Motocross race slated for June 18 in the Los Angeles (California) Coliseum will be a tribute to the slain promoter and his murdered wife Trudy, according to MTEG's Doug Stokes. During a brief interview with *Cycle News* following the March 16 double homicide which took the Thompsons' lives, Stokes said, "I feel Mickey looking over my shoulder now. He would say, 'You've got a guy from the press on the phone. Don't forget to remind him that the racing is ongoing.' We want to make the Super Crown race in Los

Angeles the best MX ever to be held in the southern California area, for a number of reasons. The staff is doubled in its resolve. We're going to make it a tribute to Mickey Thompson, and to Trudy too — she was extremely important to the operation."

A recently released Final Land Resource Management Plan for the Los Padres National Forest in California recommends increasing existing Wilderness acreage in the forest from its current level of 24 percent (412,912 acres) to 38 percent (666,778 acres). The proposed "Garcia Wilderness" in the Garcia Mountain area would shut down 10,306 acres, but the off-road vehicle route in the area will not be closed. The recommended 197,047-acre "Sespe Wilderness," however, will close the Johnson Ridge ORV Trail. The Los Padres National Forest occupies a major portion of the California Coastal Mountain Range; its 1,750,000 acres spread from mid-Monterey County in the north to Los Angeles County in the south. A 45-day appeals period for expressing opposition to provisions of the plan begins immediately. Appeals should be sent to Regional Forester Paul Barker, U.S. Forest Service, Region Five, 630 Sansome Street, San Francisco, CA 94111.

Former Grand National Champion Gene Romero, on the eve of the April 10 U.S. GP at Laguna Seca, recalled his first ride on slick road racing tires. "Cal Rayborn and I were the first American riders to test the tires and we did that at Laguna Seca in 1972. When we saw our bikes with the slicks on them we laughed; they looked like inner tubes. I remember telling Cal to go ahead and go out on the track first because I had to take a leak. He countered with something about having to get something out of his van. We went back and forth trying to get the other guy to go first," said Romero.

Grand National Champion Bubba Shobert will lead the North American team in the Easter weekend Match Races in England, with races taking place at Brands Hatch on April 1 and at Donington Park on April 4. Honda's Shobert will be joined by Suzuki riders Doug Polen, Scott Gray, Gary Goodfellow, and Michel Mercier, and Yamaha riders Rueben McMurter and Tom Douglas. All also plan to compete in the April 3 opening round of the new World Championship Superbike Road Race Series at Donington Park, as will former U.S. Superbike Champion Fred Merkel. The entry list for the World Championship Superbike race contains the names of over 50 riders from 12 nations.

Dyna Tour Corporation, the Broadview, Illinois-based U.S. importer of Italian-made Nolan helmets, has signed veteran dirt tracker David Hebb to race under the Nolan banner in both the AMA Grand National Championship/Camel Pro Series and the new 600 National Dirt Track Series.

The Judiciary Committee in the Maryland House of Representatives voted March 10 to defeat House Bill 380, a mandatory helmet use bill sponsored by Representative Theodore Levin (D-Baltimore). The AMA and ABATE of Maryland lobbied heavily against the measure and claimed credit for the defeat. Representatives from both groups also testified against the bill during committee hearings on February 15.

AMA Legislative Affairs Specialist Jim Bensberg raised strong objections to helmet law proponents' assertion that riders without helmets could be held liable for "contributory negligence" in the event that a motorcycle/automobile collision resulted in head injury to the rider.

Due to a court backlog, the scheduled March 21 trial to hear the Brockton, Massachusetts, city park bike ban case has been postponed until sometime in April, according to the AMA. The battle over motorcycle access to Brockton city parks has been going on since July 1, 1987 when the city Park Commission banned motorcycles but still allowed automobile traffic in city parks. A spring motorcycle fundraising run is being planned to help defray legal expenses incurred by the AMA while fighting the discriminatory bike ban. Interested riders should contact Jim Slade, a co-plaintiff with the AMA against the city of Brockton, at 617/587-1701, or Charlie Poole at 617/580-2230.

Aussie Geoff Balland (KTM) led the Australian team to victory at the Australian Bicentennial International Four-Day Enduro (I4DE) in Caloundra, Queensland, Australia, March 21-24. Balland teamed with Brooke Flanagan (Yam) and Rick Madden (Hon) to edge the Swedish team made up of last year's Polish International Six-Days Enduro (ISDE) individual overall winner Dick Wicksell (KTM), Hakan Ludgren (Hus) and Thomas Gustavsson (Hus) by 96 points, while the Canadian team of Guy Perrett (Kaw), Blair Sharpless (Suz) and Barry Rempel (Kaw) finished third. New Zealand finished fourth while the U.S. team with 1987 ISDE top American Dave Bertram (Suz), Fred Hoess (Kaw) and Fritz Kadlec (Yam), who replaced the injured AMA National Enduro Champion Kevin Hines, rounded out the top five. The event was reported to be extremely difficult (muddy) due to heavy rains. Only 68 out of 274 starters finished the event.

As an added attraction at the April 16 Grand National Championship Sacramento (California) Mile at Cal-Expo, Chris Agajanian will present Tennessean Earnie Adams who will attempt to jump 22 cars. According to Adams, 30, Evel Knievel's son, Robbie, holds the record at 21 cars. Adams plans to jump four times, starting at 16 cars and working his way up to 22. Practice for the \$31,000 Sacramento Mile is scheduled for 4:30 p.m. with racing starting at 8.

Scott Russell (Suz) emerged the big winner from the March 26-27 AMA/CCS Southeastern Sprint Road Race meet at Georgia's Road Atlanta. Russell scored wins in the Unlimited, Heavyweight and Middleweight Supersport classes. Russell also teamed with Dave Sadowski to take Solmax Racing (Suz) to victory in a four-hour endurance race. Cycle Connection Racing (Hon), with David Singleton and Titian Bue handling the riding chores, was the GTU class winner in the endurance race.

Greg Tysor, Continental Tire's national sales manager, suffered a broken kneecap when he clipped a corner curb at Road Atlanta on Sunday, March 27. Tysor will be laid up for a few weeks and would

(Continued to page 42)

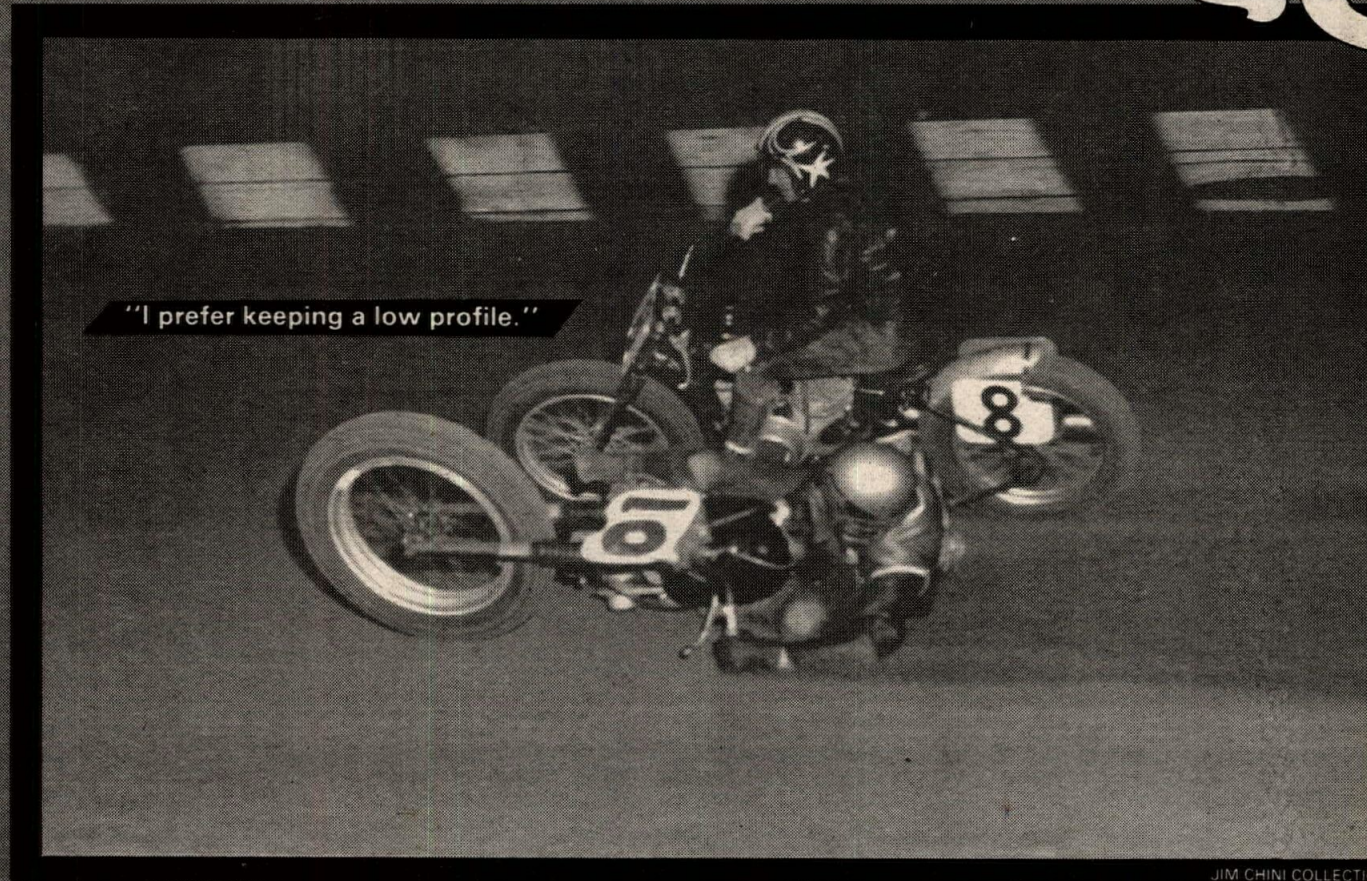
CYCLE dreams

That the new Spring had Sprung, and the Land was offering to just come out and take her.

It was Party Time! We were on the move again, all the college and highschoolers overflowing the year's first sun spas — Palm Springs! Fort Lauderdale! Millions loose on a Spring Break Spree! And for those still on their jobs, the snowmelt and wildflowers and endless urging roads ahead were asking us out, too. To come back to that timeless pavement and to the perpetual trail. To ride the wild side once more. Hadn't Kevin and Wayne and Eddie already popped that season opener champagne! Hadn't brigades of cycle-cargoed pickups and vans headed once more to our Great American Deserts & Backlands! Yeah! We were into it again! And doing it! And, imagining all this, throwing myself to its glory — I stopped and gazed out my window at the fresh greening hills and spied a distant vision. It was way up there on one of the high roads. A perfect string of rights and lefts where the asphalt danced in heatwaves ready to warm new rubber. And I slipped away from whatever my duties and went there in a dream. It was that feeeeeeeel again! That shoulder-down and weightshift that said I hadn't forgotten how. Ticking my way through the points scale, coming up on a solid 8-tenths. And then something clicked inside. It was like that quick little jump we sometimes have an instant before falling asleep. And in the next moment I was off in a rider's paradise. 10-tenths! In fact, I even wondered if maybe something real bad might have happened. Something mortal, something eternal. But, no! I was more alive than ever before! And I rode east into the rising sun with the spirit of a springborn bird. I saw all the flattracks and roadcourses itching to be run. I saw the great rally towns. I saw the weekday bike shops, and the Friday and Saturday Night Infields filling with new talent, new hopes. From my incredible saddle I saw deep into the future, and I swore then to keep its secrets on who won and who lost and who also ran. Because the Real Prize is for anybody. And whoever tries for it wins it and keeps it and never lets go.

William Edgar

Over the edge



JIM CHINI COLLECTION

Copyright Page 3 Productions. From an idea by Carol Sims

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ON THE FRONT PAGE: William Edgar shot California's Highway One while on his way to Laguna Seca. Read Edgar's "Laguna Mecca" which begins on page 26. Eddie Lawson photo by P. Curtet.

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Voices

Kudos for Willow track crew

I would like to thank the ambulance attendants and the track crew at Willow Springs Raceway. They did a great job helping our team rider, Shawn Swesey, who was injured at the Formula USA road race on March 20. Since there have been enough negative things said about their capabilities, it's time to appreciate their presence at the race track. However, they did explain to me that they are not doctors, but upon our arrival at the hospital we found out that they were correct about Shawn's condition. His girlfriend, Gina, and I were with him at the ambulance as they were working on him. I witnessed nothing but professional attitudes and care about his condition. They were also helpful in calming Gina. In my eyes, he received the best available help. Keep up the good work, Willow!

MIKE WORSUM
Team Racecrafters
Lawndale, CA

Zierman, not Vierman

The report on the Rocking V Ranch National Championship Hare Scrambles in your March 16 issue contained a few errors as far as I am concerned. My name was reported as Vierman instead of Zierman. The name of my sponsor was incorrectly listed as Road and Track; it should have been reported as Road and Trail Cycles of Mankato, Minnesota. Finally, and most importantly, I rode an ATK 406, not brand "H" as reported.

It is important to correct these discrepancies because as a privateer I need all the help in the way of sponsorship that I can get. What the sponsors are looking for, in addition to the results, is proper recognition which hopefully will result in increased sales.

I should report that I am very pleased with the performance of the ATK. Consider the fact that I am from Minnesota and consequently hadn't raced for over three months due to our severe winter. The fact that I was in second place overall after nearly three hours of racing speaks well of the inherent soundness of design. I had all of four hours on Saturday to dial it in and practice ride. Also note that the first three places in the Open A class were won by ATK riders.

I should also report that Brian Lange of Road and Trail Cycles has bent over backwards to help me put forth a successful racing effort. John Martin of ATK has also been very supportive and helpful. And I also appreciate the help that I've received over the last two seasons from Malcolm Smith.

JOE ZIERMAN
Plymouth, MN

Harley info

For an authorized Who's Who of Harley-Davidson, I would appreciate receiving biographical details of noted dealers, racers, mechanics, executives, and others who have contributed to the long history of Harley-Davidson. Of particular

value would be Xerox copies of obituaries and names of living relatives of deceased subjects. For living subjects I would be grateful for names and addresses.

ROBERT G. LOWERY
114 Paula Blvd.
Selden, NY 11784
516/698-8243

Austrian powerplant

Can you tell me who the West Coast Rotax engine importer/distributor is?

DON BUXTON
San Diego, CA

Ron Wood handles the single cylinder, four-stroke Rotax engines. You can reach Wood by calling 714/645-0393. Twin-cylinder, two-stroke Rotax road race engines are handled by Tony Murphy, 805/944-1624 ... Editor.

Nicholas, not ...

I got my AMA professional license in 1960 (at the age of 16) and with the exception of two years when I was in the U.S. Navy Flight Training Program, I raced actively until 1972. (Nicholas won AMA National Championship road races at Laco-
nia, New Hampshire, and Carpentersville, Illinois, in 1963 ... Editor.) I then raced nearly a full season with the AFM and ACA in both 1977 and 1979 on a Honda MT125R. During those years, I could count, on one hand, the number of times my last name was misspelled in a motorcycle publication. Last year my name was mentioned four times in Cycle News on three different occasions and it was misspelled three times! If I had a name like Rudolfo Wzytrnaski (everybody's favorite Polish fall-down artist) I could understand. But my last name is one of the most popular in the world ... it's spelled just like Santa Claus' "other" name: St. Nicholas!

It's no big deal, but I hate for "professionals. And that is what we have — over 25 years of professional motojournalistic experience" (the quotes are mine, the copy yours) to keep making mistakes (!) about someone's name who has been around the professional racing scene in America some five years longer than Cycle News.

Please don't misunderstand what I've just said. It's just obvious that nobody there made it through the U.S. Navy Flight Training Program ... inattention to detail like that could get you killed in a normal situation, much less a combat one.

JODY NICHOLAS
Costa Mesa, CA

Inattention to detail by fly boys nearly got me killed in more than one supposedly normal peacetime situation, Jody. While you were just a kid getting thrown out of Lonnie's BSA shop, Ewing's Triumph shop, and West Meade Lawnmower Service, I was throwing myself out of planes. I "made it through" the U.S. Army Airborne School (jump school) in February, 1957 and served as a paratrooper with the 101st

Airborne Division. On more than one occasion, pilots dropped us far from assigned drop zones and we ended up smashing through trees and doing our best to avoid power lines, etc. as we descended to terra firma. And on one occasion, inattention to detail by one General William Westmoreland, then the newly assigned commander of the 101st, did get five of my fellow paratroopers killed, over 150 hospitalized, and left me with a battered body when he gave the 502nd Airborne Infantry Combat Group the green light to jump on a spring day in 1958 in winds exceeding 20 knots. I trust my name was spelled correctly on the manifests for those jumps, but frankly that was the last thing I was concerned about at the time. All that took place 40 miles up Highway 41-A from your home in Nashville where you repeatedly broke the speed limit in Percy Warner Park on your Sears "Doodlebug" and other bikes and later forged a birth certificate so you could race at Daytona in 1960. Whatever, we'll pay attention to the spelling of your name in the future ... Editor.



Let's hear it for Bubba!

In an otherwise great issue covering Daytona, I was somewhat disappointed at the scant mention of Bubba Shobert's phenomenal third place finish in the 200. A lesser person would have used a dead last start coupled with a 30-second deficit as a good excuse to call it a day. In addition to all that talent, this fine young gentleman has always found the time to autograph a picture, rap a little, and patiently answer my dumb questions. If ever a National Champion deserved the prefix "Grand," it is he.

God bless and good luck, Bubba! You'll always have a prayer and a cheer in your corner from this fan.

MIKE ROBERTS
Cranston, RI

Associate editor Paul Carruthers called Bubba's performance in the Daytona 200 "a remarkable ride." And that it was. This photo by Bert Shepard shows trainer Dean Miller tending to Shobert immediately after the 200. After just a few moments in winner's circle, Shobert left the celebration and competed in the Castrol 250cc GP race, finishing fifth. "I wish I'd had some more time to think about it (the 250cc race)," said Shobert. That's MX champ Rick Johnson with Shobert and Miller ... Editor.

A chance like this hasn't come along in over 20 years.

What chance? Why, your opportunity to see a World Championship Grand Prix, of course.

So make your plans now to ride to Laguna Seca for the weekend of April 9-10.

When you do, keep a few things in mind. Like—you're riding to a race...you're not in one. Don't take chances. Don't even think about drinking or taking drugs before riding. Be sure to wear a quality helmet, eye protection and protective clothing. And when you get

to Laguna, cool it. Don't tear around town like a squid.

Keep these things in mind and you'll have a safe, enjoyable weekend at the GP.

At the track, come on by Honda Island, where we'll have a selection of the incredible 1988 Honda motorcycles on display.

And while you're there, pick up a free 1988 Honda Collector's Series calendar/poster. But hurry—supplies are limited.

So take it from World Champion Wayne Gardner. Laguna Seca is an experience you don't want to miss. And the best way to enjoy it is to ride there—safely.

**"The race
begins at
Laguna Seca.
Not before."**

—Wayne Gardner

HONDA
Winners ride safely.

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George Holland (3) grabs the holeshot at the start of the first 125cc moto at Hangtown. He led all the way to the finish.



Erik Kehoe (9) fought past teammates Ty Davis (191), Ron Tichenor and Honda's Holland to win the second 125cc moto and overall victory.



Broc Glover (44) scored third overall in the 250cc class, his best finish this year. Here he leads Kawasaki's Mike Fisher in the first 250cc moto.

AMA Bel-Ray 250cc/RK Chain 125cc National Championship MX Series: Round 2

Johnson, Kehoe hang 'em at Hangtown

By Nate Rauba

Photos by Kinney Jones and Rauba

SACRAMENTO, CA, MAR. 27

"I just won one of the battles. It's a long way to win the war," said Team Honda's Rick Johnson after sweeping both 250cc motos for the overall victory in the 20th

Annual Hangtown Motocross Classic, held at Prairie City OHV Park.

Johnson battled with arch rival Jeff Ward in the first moto before taking the win, then came out

in round two and decimated the pack after nearly getting knocked down in the first turn. Johnson's margin of victory was almost 30 seconds over Kawasaki's Ward, who spent the early part of the second moto trying to get around Yamaha's Broc Glover.

Coming into the race Johnson trailed Ward by two points in the point standings after the first National round in Gainesville, Florida, but at the end of the day Johnson emerged with a four-point advantage on Ward.

Ward encountered clutch problems in the first moto when the adjusting knob backed off, then in moto two had problems gaining momentum after passing Glover and had to settle for second overall.

"Things just weren't clicking," Ward said.

Glover claimed third overall after a ride from around 10th to fifth in the first moto, and taking third behind Ward in moto two.

"It felt good to be a solid third (in moto two) and finish third overall," said Glover, who is making a comeback after breaking his leg here last year and missing the rest of the 1987 season. "I've just got to take it a little bit at a time."

Team Yamaha's Jeff Stanton finished fourth overall after 3-6 rides, and Kawasaki's Ron Lechien was fifth overall with an 8-4 score.

In the 125cc class Suzuki's Erik Kehoe battled with Team Honda's George Holland to take the overall win. Kehoe had to follow Holland home in the first moto after his rear brake went away, but came back and wrestled the win away from Holland and teammate Ron Tichenor in a thrilling second moto.

Holland's 1-2 finishes locked up second overall, Tichenor scored third over teammate Donny Schmit and Kawasaki's Jeff Matiasovich claimed fifth overall.

A crowd of 12,000 braved extremely windy conditions to watch Johnson and Kehoe race to victory. Wind isn't something Johnson likes to ride in, and he and all the other riders had to contend with getting blown sideways over the up and downhill jumps on the Prairie City track.

"I don't like to ride in the wind," said Johnson. "If it's windy at home I don't ride because it's so dangerous. You can't predict where it's going to blow you."

"I must have handled it better than

the other riders because I won," added Johnson.

Johnson earned \$1000 from the \$22,000 purse, plus contingency prizes, for his victory. Kehoe pocketed \$408 plus contingencies.

250cc National

Ward grabbed the early lead at the start of the first moto followed by Yamaha's Stanton, Kawasaki teamster Mike Fisher, Johnson and Kawasaki-mounted Tommy Watts. Johnson quickly passed Fisher on the first lap, then got by Stanton to take second on lap two. Honda's Jeff Leisk broke into the top five on lap two when he also passed Watts.

Ward stretched his lead on Johnson to more than three seconds by the third lap, but on the next circuit Johnson was closing and moved in on Ward's rear fender. Leisk was on the move and took fourth behind Stanton when he passed Fisher; not far behind Suzuki-mounted Brian Manley and Vohland fought for sixth. Glover trailed in seventh and Watts had fallen back to eighth.

Johnson got by Ward on lap five of the 30-minute-plus-two-laps moto, while Leisk moved in on Stanton to begin a tough battle for third that would last for most of the race. Johnson put a couple of seconds on Ward over the next couple of laps and Leisk found his way by Stanton. Glover was on the move, as was Lechien right behind him, and had worked up to sixth. This made the order Johnson, Ward, Leisk, Stanton, Fisher, Vohland, Glover, Lechien and Manley at the halfway point.

Ward managed to briefly close the gap on Johnson but then lost all the ground he'd made up as he struggled with an ailing clutch.

"The adjuster came loose and backed all the way in," said Ward. "I ride with one finger (on the clutch), and it comes to my fingers and I'm still going, so I lost everything."

Stanton kept tabs on Leisk for the next several laps, Vohland passed Fisher and Lechien was dogging Glover.

At one point Ward seemed to slow drastically, but he was soon back on the gas and closed in on Johnson with only a few laps remaining. Stanton suddenly had third all to himself as Leisk fell back to within range of Vohland.

Over the closing laps Johnson was once again able to pull away from Ward as they threaded through traffic, and Johnson took the win with more than five seconds to spare. Ward was second, way ahead of Stanton. Vohland was charging on the last lap and moved into fourth as Leisk once again fell back behind Glover and Fisher. Lechien, Manley and Suzuki's Johnny O'Mara rounded out the top 10.

"I lost my clutch about the fifth lap," said Ward after the moto. "Without the clutch I tried to make everything smooth, and then I'd overshoot something. I couldn't pull the clutch in and hit the rear brake and skid (into the corners), so I lost ground. I clicked off some really good laps and caught up, but then lost momentum. I couldn't keep the front end down and was almost looping out."

Johnson got the jump on the pack as they entered turn one for the start of the second moto, but somebody slammed him and nearly sent him down. Suzuki-mounted Jeff Frisz exited the turn with the lead ahead of Ward, Johnson, Glover, Vohland, Fisher, Yamaha-mounted Shaun Kalos and Leisk. Getting bumped like he did made Johnson mad and he quickly turned that energy into



Rick Johnson (1) wrestled the lead from Jeff Ward in the first 250cc moto then came back and jetted to a big win in moto two to lock up the overall win. Ward was second each time for the same overall finish.

a lead after a few corners.

"I got hit really hard and thought I was going to go down," Johnson said. "That made me mad. It motivated me. I thought, whoever hit me, I'm going to beat them bad. I'm leaving these guys."

And by lap two Johnson was well on his way to doing just that. He opened up plenty of room on Glover and Ward, both of whom had passed Frisz. A lap later Frisz fell way back, allowing Kalos up to fourth ahead of Vohland, Leisk, Fisher, Lechien and Manley.

Glover held Ward at bay until the fourth lap, and by the time Ward got by him Johnson had charged out to an 11-second lead. That lead just kept on growing and by mid-moto Johnson was nearly 20 seconds ahead of Ward.

"When I saw Jeff get into second I went even faster because I thought that now that he's by Broc he might start catching me and it was early in the race. I just kept the hammer down," Johnson said.

Glover stayed within a few seconds of Ward and was well ahead of Kalos, who had Lechien closing in rapidly. Stanton had worked up to sixth ahead of Leisk, Vohland, Fisher and Manley.

Lechien passed Kalos a few laps later, and Leisk put on a charge and engaged Stanton. The two battled for several laps until Leisk failed to make a sharp turn at the bottom of a downhill. Leisk went off the track and didn't lose his position, but he lost contact with Stanton.

Johnson kept on charging out front and with only a few laps remaining had built a 31-second lead over Ward, while Glover kept Ward in sight until he almost stepped off the back of his bike with two laps to go. On the final go-around Johnson backed off slightly and dropped a few seconds to Ward, making his winning margin around 25 seconds. Ward cruised in second, a few seconds ahead of Glover. Lechien was way back in fourth, Kalos claimed fifth, Stanton sixth and Leisk maintained seventh over Vohland.



Ron Tichenor (23) took the lead from Holland in the second 125cc moto, eventually dropped back to third and claimed third overall.

Jeff Matiasovich (201) holds off Donny Schmit in the first 125cc moto. Schmit got by and finished the day fourth overall ahead of Matiasovich.





Jeff Frisz (38) comes out of the first turn in moto two with the lead as Johnson gets back under control under Glover and Shaun Kalos (33) after being rammed. Ward dove to the inside and pulled in behind Frisz.



Jeff Leisk (7) and Jeff Stanton battled in both 250cc motos. Leisk made mistakes in both races while Stanton was consistent for fourth overall.

"I don't like sitting in the lead," said Johnson, "but with this track, with the wind, the rocks and everything you have to be the one out in front throwing the rocks."

"It makes me feel like I deserve to have that number one plate on my bike when you win like that."

"My start wasn't bad and I came up and passed Jeff and was ahead of him for a while and then he passed me back. Then he pulled a little and I caught back up, so it was good for me to run somewhat the speed Jeff was," said Glover.

"I didn't move as fast as I should have," said Ward. "(The battle with Glover) slowed my momentum, it was dusty and hard to get by. Ricky got out to about 10 seconds or so, and I couldn't even see him. It's kind of hard to try charging to catch him, and I started making a lot of mistakes and wasn't going anywhere fast."

125cc National

At the start of the first 125cc moto Holland shot into the lead ahead of Kehoe, Matiasovich, Schmit, Yamaha-mounted Michael Craig

and Tichenor. Holland quickly opened a small lead on Kehoe, who in turn was pulling away from Matiasovich. At the end of two laps this group of six had moved away from the rest of the pack.

Kehoe closed in on Holland by lap four and remained very close for the next several laps. Schmit went to third on the fourth lap while Tichenor began to put pressure on Craig. Kehoe was looking for a way around Holland, and apparently in his search drifted too far out near the course ribbon, which was being blown onto the track in some sections; he came around trailing ribbon from his handlebars. At about the same time his rear brake went away, and he began to drop back.

"On the third lap I lost all the oil from my rear brake, so I had to back it off and basically try to finish. There was no way I was going to push it with George with no rear brakes, so I just held on for second."

At the halfway point Kehoe was further off the pace as the ribbon found its way into his rear sprocket,

and he had no rear brake. Tichenor had passed Craig a couple of laps before and got by Matiasovich at mid-moto. Craig passed Matiasovich a lap later, setting the top six for the rest of the race.

Further back a tight battle was being fought for seventh as Kawasaki Team Green rider Mike Kiedrowski tried to hold off the charges of Yamaha-mounted Mike LaRocco. The two battled to the end with Kiedrowski taking the position. Ahead, in order of finish, was Holland, Kehoe, Schmit, Tichenor, Craig and Matiasovich. Suzuki's Keith Turpin and Kawasaki-mounted Larry Brooks rounded out the top 10.

"At the first part of the race it was kind of muddy," Holland said, "so I was being careful. When the track dried out a little bit I began picking the pace up a little bit and got a little cushion."

Holland shot into the lead again to start moto two, trailed by Suzuki's Ty Davis, Tichenor, Matiasovich, Schmit and Kehoe. On the first lap Kehoe moved up to fourth, then a lap later moved into third behind Tichenor as Davis began to drop back. The top three, consisting of Holland, Tichenor and Kehoe, were very close and moved away from Davis.

Tichenor began to challenge Holland for the lead on lap three then took it on the next circuit. As Tichenor moved away slightly Holland came under fire from Kehoe and was passed after two laps of fighting. After passing Holland, Kehoe quickly moved in on his teammate, dogged him and took the lead. But a lap later Kehoe fell, and both Tichenor and Holland were by. Back in fourth Schmit had battled by Davis, leaving him to deal with Matiasovich.

Kehoe didn't stay in third for more than a lap, and at the halfway point was back in front of Tichenor and Holland. A large gap separated the top three from Schmit, who made a mistake and was passed by Davis then quickly retook fourth position. Matiasovich kept close tabs from



Holland chased Kehoe in moto two and finished second overall.

sixth, well ahead of Kiedrowski and Craig.

Once out in front Kehoe began to pull away, but Holland passed Tichenor and didn't let Kehoe get too far ahead. In a few laps Holland was right back in Kehoe's tracks as Tichenor began to fade.

"I had my knee braces a little too tight and my lower legs pumped up," said Tichenor. "I tried to stay with them."

Holland was putting the pressure on Kehoe, and although Kehoe began to look sloppy, he didn't crack. On the closing laps Kehoe settled down and moved away, eventually finishing about three seconds ahead of Holland. Tichenor remained in third, while Schmit cruised alone in fourth. Matiasovich battled with Davis for the last half of the race and held off several passing attempts by Davis on the last lap to finish fifth. Kiedrowski was seventh followed by Brooks, Craig and Suzuki's Todd DeHoop.

"At the first part of the race I was riding really stiff and had some bad lines," said Holland. "Right about three quarters of the way through the race I caught him, but then he picked it up right at the end and I just couldn't catch him. I was right on him, but he seemed like he was kind of riding over his head; he was out of shape a lot. There at the end I thought he was going to crash, but he stayed up and won."

"I didn't get the start I wanted," said Kehoe, "but I just kept pushing it and caught up. I passed them once and then went into a pace mode. I had a lack of concentration for a second and fell down. I got up and had to repass them again and got back into that pace mode. I slowed the pace a little bit and he got on the gas. I had to pick up the pace the last couple of laps and pulled back away from him."

Results

250 NATIONAL: 1. Rick Johnson (Hon) 1-1; 2. Jeff Ward (Kaw) 2-2; 3. Broc Glover (Yam) 5-3; 4. Jeff Stanton (Yam) 11-5; 5. Ron Lechien (Kaw) 8-4; 6. Tyson Vohland (Kaw) 4-9; 7. Jeff Leisk (Hon) 7-7; 8. Shaun Kalos (Yam) 11-5; 9. Mike Fisher (Kaw) 6-10; 10. Johnny O'Mara (Suz) 10-8; 11. Brian Manley (Suz) 9-11; 12. Ross Pederson (Suz) 12-14; 13. Ray Sommo (Suz) 13-15; 14. Dean Matson (Suz) 18-12; 15. Willie Surratt (Suz) 14-17; 16. Greg Zitterkopf (Yam) 20-13; 17. Tommy Watts (Kaw) 16-18; 18. Scott Tyler (Yam) 19-16; 19. Gordon Ward (Cag) 21-19; 20. Jed Green (Hon) 24-20.

125 NATIONAL: 1. Erik Kehoe (Suz) 2-1; 2. George Holland (Hon) 1-2; 3. Ronnie Tichenor (Suz) 4-3; 4. Donny Schmit (Suz) 3-4; 5. Jeff Matiasovich (Kaw) 6-5; 6. Mike Kiedrowski (Kaw) 7-7; 7. Michael Craig (Yam) 5-9; 8. Larry Brooks (Kaw) 10-8; 9. Keith Turpin (Suz) 11-9; 10. Mike LaRocco (Yam) 8-12; 11. Ty Davis (Suz) 16-6; 12. Todd DeHoop (Suz) 13-10; 13. Jimmy Gaddis (Suz) 12-13; 14. Keith Bowen (Kaw) 11-14; 15. Larry Ward (Yam) 15-15; 16. Chris Young (Yam) 14-20; 17. Stacey Cook (Hon) 20-16; 18. Mike Beier (Hon) 19-17; 19. Steve Lamson (Yam) 17-19; 20. Rich Taylor (Hon) 18-21.

POINT STANDINGS

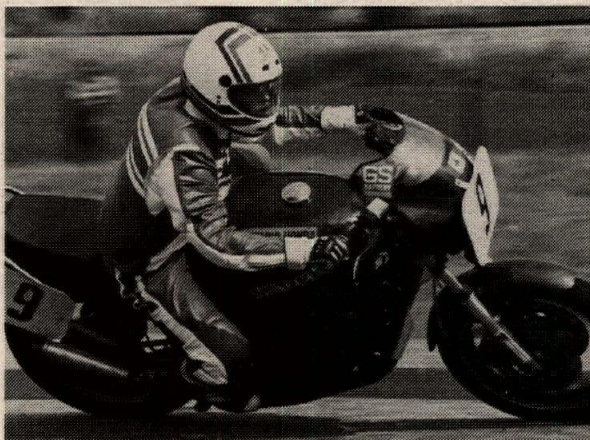
250: 1. Johnson (95); 2. Ward (91); 3. Lechien (71); 4. Glover (67); 5. Leisk (62); 6. Kalos (52); 7. Stanton (51); 8. O'Mara (43); 9. Ross Pederson (37); 10. Micky Dymond (35).

125: 1. (TIE) Holland/Kehoe (94); 3. Schmit (78); 4. Tichenor (68); 5. Matiasovich (62); 6. Brooks (60); 7. Bowen (42); 8. Turpin (40); 9. DeHoop (39); 10. Craig (28).

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The first wave of riders head off into the Nevada desert for the start of the 104-mile Groundshakers M.C.- promoted race. Dan Ashcraft (third bike from left) was the overall winner, despite a 20th place start.

Ashcraft has a comfortable lead in the National Championship Hare & Hound point standings with two wins and one second place finish.



Defending Nat'l champ Dan Smith finished 15 seconds behind Ashcraft.

AMA National Championship Hare & Hound Series: Round 3

Ashcraft tops Smith in Nevada squeaker

By Anne and Tom Van Beveren
Photos by Tom Van Beveren
SEARCHLIGHT, NV, MAR. 20

In one of the closest battles ever seen in AMA National Hare & Hound Championship competition, Yamaha's Dan Ashcraft sprinted in to take the checkered flag just 15 seconds ahead of defending National Champion Team Husqvarna's Dan Smith, through the tight, twisty terrain southwest of Las Vegas.

The handlebar-to-handlebar competition saw Ashcraft overcome a slow start, a third loop crash and some formidable competition on his way to the victory — a victory that, coupled with his win in round one



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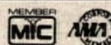
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Mini Int. (12-16)	Jeff Dement
Mini Stk. Int. (12-16)	Jeff Dement
Mini Stk. Exp. (12-16)	Brian Swink
Mini Open (7-16)	Brian Swink
60cc Beginner	Charles Booth
85cc Beginner (7-11)	Jeremy Langston
85cc Beginner (12-15)	Douglas Boyd
125cc Beginner	Brian Fern
125cc Open	Jack Ricks III
125cc Exp.	Mike Kiedrowski
250cc Stk. Nov.	Brian Fern
250cc Open	Jack Ricks III
250cc Exp.	Mike Kiedrowski
Open 500cc	Mark Benson
Over 25	Tim Portz
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Anthony Pasqualotto piloted his big-bore ATK thumper to a third overall showing, edging early leader Kawasaki-mounted Ted Hunnicutt.



Thirteenth overall finisher Daryl Folks and his Cagiva roosted to the 125cc Expert class win over Jeff Korhonen and John Braasch.

and a second-place finish in round two, puts the YZ490 pilot way out ahead in the battle for championship points.

"That was an excellent course, exactly the way a National should be," said Ashcraft. "It was tight, technical, virgin terrain the whole way. It was really tough, and I wish they were all like this. It feels really good when you win on a course like that."

The 104-mile course laid out by

the Groundshakers M.C. had the racers on their toes right from the start. The short starting line and a lack of established trails through the bomb run brush had the racers closely bunched as they waited for the banner to drop. Ted Hunnicutt and Paul Krause got the drop on the rest of the field as the first wave left the line, but there was no room for side-by-side racing on the tight trail the Kawasaki teammates shared, and Krause was forced to tuck in behind

Hunnicutt as they cleared the smoke bomb and picked up the start of the 34-mile first loop.

YZ125 pilot Kevin Case got the start of his life and Scot Harden and Smith were also among the front-runners as the racing got underway.

"My start was terrible," said Ashcraft. "There were only two good trails on the bomb run and I got beaten to the trail I was heading for. I was back in about 20th at the bomb and it was so dusty that you couldn't see anything. When we got past the bomb everyone was playing follow the leader, just staying in line. But I got out on the side and got by everyone in a wash. I made up a lot of time right there."

Hunnicutt and his Team Green KX500 were continuing to lead the way as the racers settled into stride. "I led it until close to halfway around the first loop, but then I hit a rock," said Hunnicutt. "I started to slide out and hit a Yucca tree and it smashed my pipe. The bike had no power at all after that and it was really bogging down through the tight stuff."

Krause soon caught the ailing Hunnicutt and powered past to take over the number one spot, but the new leader did not hold his position for long. "He (Krause) hit a rock and crashed and I got by him again," said Hunnicutt, "and after that I led all the way into the first gas."

Hunnicutt had a two minute lead as he headed into the pits for the first time with Krause in second and Ashcraft pitting another 15 seconds back in third. But the lead turned over in the few seconds it took to pour gas into Ashcraft's YZ490.

"I had to change the pipe and that really held me up," said Hunnicutt. "We had a new pipe all ready to go but the old one was so hot and bent



Hunnicutt was leading before smashing his exhaust pipe.

up that it took ages to get it off the bike."

Krause, who lost his front brake shortly after the start of the race, was also tied up in the pits for longer than usual, and Team Green's problems gave Ashcraft a 26 second advantage before Krause set off into loop two in hot pursuit of the new race leader.

Smith and KTM500 pilot Harden were racing neck-'n'-neck for third as they went out into the 36-mile second loop. Kawasaki's Grant Palenske led the 250cc class in fifth overall, and ATK-mounted Anthony Pasqualotto and Honda rider Kevin Steele also headed into their second loop before Hunnicutt was finally back on his bike.

After battling the rugged terrain of the second loop for a full hour, Ashcraft was still out in front as he headed into the pits on his way to the final 34-mile loop, but back in second, Smith was starting to make his move.

"I got a halfway decent start but then I rode like a squid in the first loop, and I didn't start getting it together until loop two," said Smith. "I crashed twice, too, once in the first loop and once in the second, but it was just fall down and pick it straight back up again stuff."

Smith's loop two charge had him up in second, just one minute behind Ashcraft as the final loop began, with Harden another minute and a half back in third, and Pasqualotto, Hunnicutt and Krause in hot pursuit. Palenske still held the 250cc lead by a narrow margin over Cagiva pilot Scott Morris, while Bryan Folks dominated the 125cc division in 13th overall, and Kenny Parry's YZ250 was holding the rest of the Over 30 competition at bay in 26th overall.

Loop three's terrain was even tighter than loop two's, and so was the racing. "That third loop was so tough, and just after the start, I ate it really bad," said Ashcraft. "I didn't get hurt but I bent the bars up and it was hard to turn in the sand after that, and then I crashed again about halfway around; I just couldn't get it together. I stalled it once more after that and after I started it I looked back and Dan was right there. We were only six or seven miles out from the finish and I knew we were getting close, so I said 'gosh, I've got to win this thing,' and really got on it."

With Smith right on his tail, Ashcraft launched a desperate dash for the finish line and managed to hang on by the skin of his teeth, taking the win by just 15 seconds after three hours of hard-fought racing.

"Gee that was close," said Ashcraft, who thanked Yamaha, Bonz at Pro-Circuit, Spectro, JT, Renthal, Dunlop, F&L and Troy Lee. "I'm

just happy to beat Dan (Smith) in Nevada because he is definitely tough here. We had a good race and it's the best National course we've ever had. I had a good ride with no real problems."

"I rode like a squid on the first loop and it was my own fault I was so far behind, but I rode good in the last two loops and made up some time," said Smith, after his best finish so far in the 1988 Championship series. "I really needed another loop if I was going to win this one. It was really fun, though, and they did a super good job with the course. I wish we could ride in this stuff every week."

The reigning National champ, who thanked Cagiva North America, Alpinestar, Golden Spectro, Arai, Goldbelt, F&L, Scott, HRP and Z Racing, seemed unworried by his lackluster start in this year's series. "What am I going to do now?" he said. "I'm going to win all the rest of them, that's what."

Harden, who held third overall for most of the final loop, was knocked out of the top finishing lineup by a fouled plug late in the race. "I was still in third about seven or eight miles from the finish when the plug started to foul," the KTM America/Smith Goggles/Tsubaki/Arai/Maxima-backed racer said. "I kept it going for a while but it finally died and I had to change the plug. The competition was really close at that stage; we were all in a string and I went from third to ninth over a plug change. I'm pretty disappointed."

Harden's misfortune turned third place over to Pasqualotto, and early race leader Hunnicutt stormed in to claim fourth. "What an interesting race," said Hunnicutt. "I did some catching up in the second and third loops, but I ended up getting a little tired and then I took off on the wrong course at a check seven or eight miles out from the finish where the loops came together, and that wasted a bit of time. I liked the course though. It'll probably be one of the toughest Nationals we'll see all year."

Fifth overall and the 250cc honors went to KX250 pilot Palenske. "Scott Morris and I were dicing for the 250 lead most of the way. He caught me after the second gas because I got a flat about 20 miles into the loop, but he had no front brakes so we were about even. We had a good close race all the way to the finish."

Overall 125cc winner Folks said, "It was really dusty at the beginning and pretty tough for everyone that didn't get a good start, but after I got out of the dust I didn't have any problems."

District 37 ace Kenny Parry continued his clean sweep of the Vet division, taking his third win in the Championship series in 24th overall with Michael Burke taking second and Pete Sheehan finishing third.

A close race in the Senior division saw Steve Thompson take the honors just a few yards ahead of Sam Bass with El Paso's Gary Holmes a close third.

Results

1. Dan Ashcraft (Yam); 2. Dan Smith (Hus); 3. Anthony Pasqualotto (ATK); 4. Ted Hunnicutt (Kaw); 5. Grant Palenske (Kaw); 6. Scott Morris (Cag); 7. Kevin Steele (Hon); 8. Daryl Folks (Cag); 9. Scot Harden (KTM); 10. Garth Sweetland (Hus); 11. Curtis Dice (Hon); 12. Paul Krause (Kaw); 13. Bryan Folks (Cag); 14. Tom Kelly (Yam); 15. Alan Peterson (KTM).

OPEN EX: 1. Dan Ashcraft (Yam); 2. Dan Smith (Hus); 3. Anthony Pasqualotto (ATK).

250 EX: 1. Grant Palenske (Kaw); 2. Scott Morris (Cag); 3. Daryl Folks (Cag).

125 EX: 1. Bryan Folks (Cag); 2. Jeff Korhonen (Kaw); 3. John Braasch (Yam).

VET EX: 1. Kenny Parry (Yam); 2. Michael Burke (Yam); 3. Pete Sheehan (KTM).

SR EX: 1. Steve Thompson (Hon); 2. Sam Bass (Hus); 3. Gary Holmes (Hus).

OPEN AM: 1. Paul Skeary (Hus).

250 AM: 1. Scott Nicolitz (Kaw).

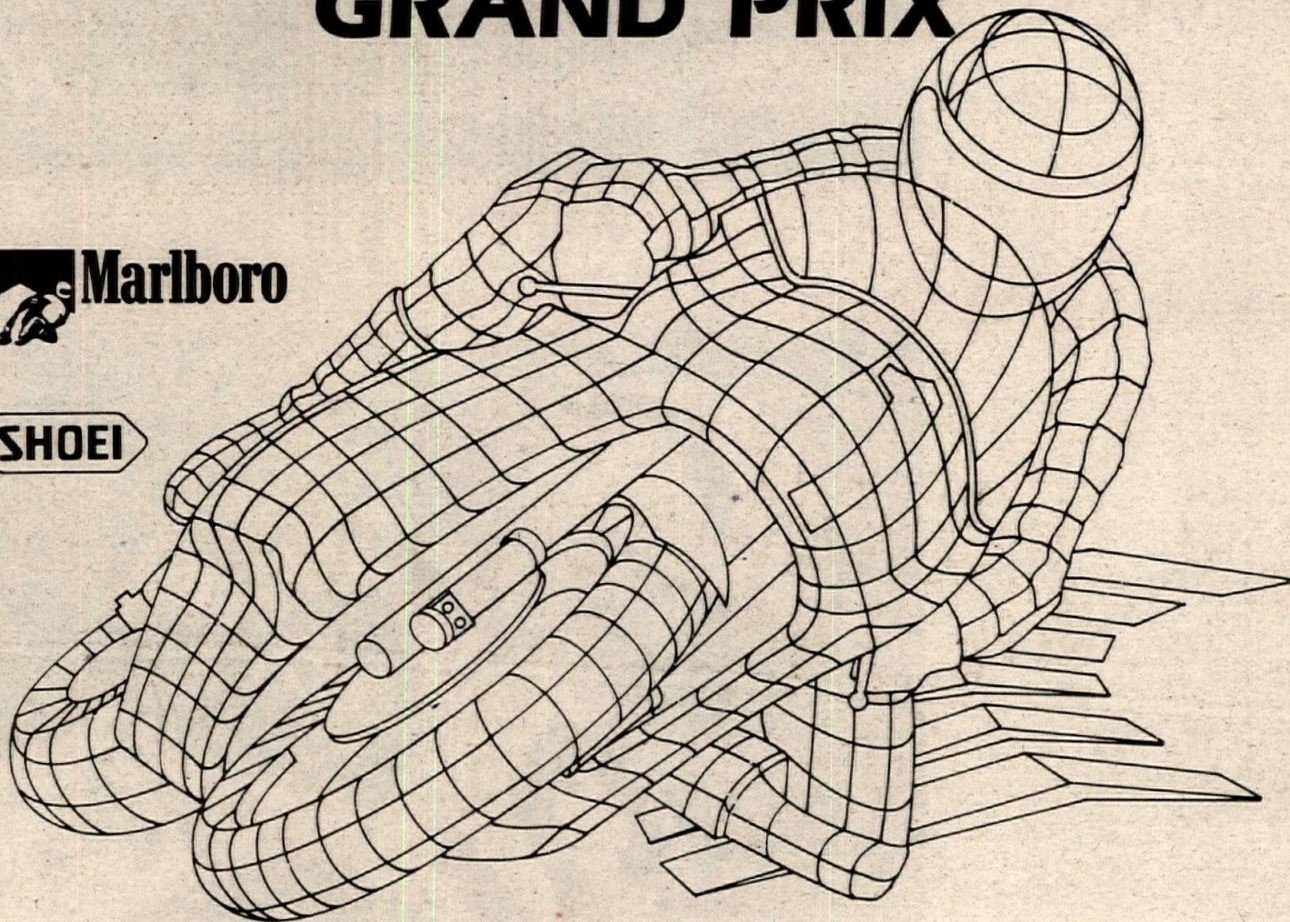
VET OPEN AM: 1. Randy Carney (Hus); 2. Steve Goodgame (Hon).

125 AM: 1. Charlie Kline.

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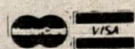
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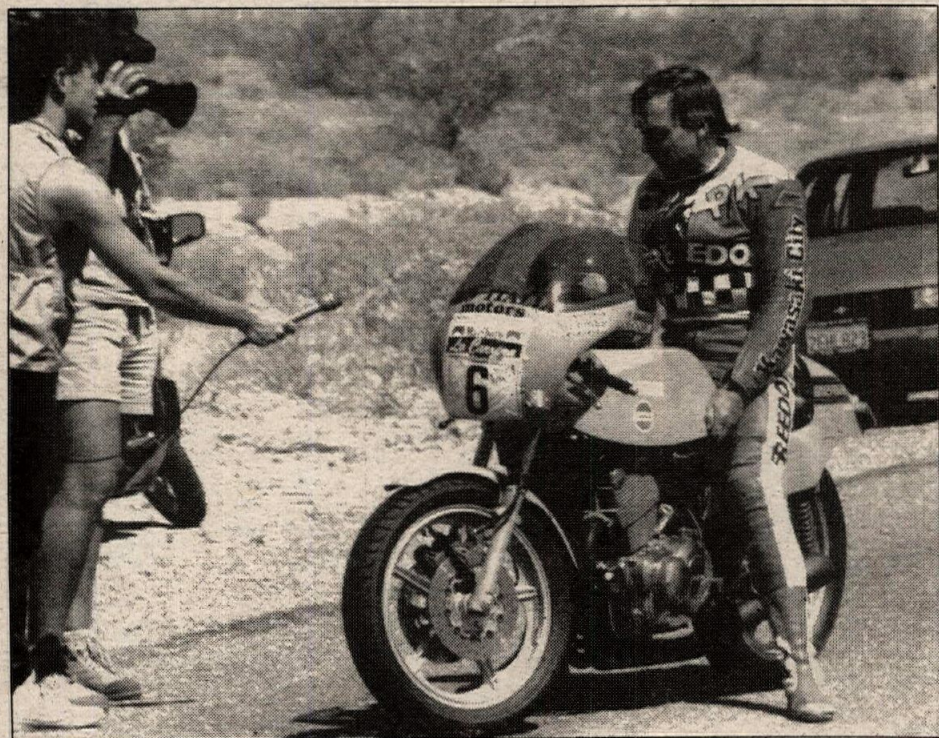
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Fred Eiker averaged 108.2 mph on the Wood-Rotax 600 single to win La Carrera III. It was his second overall La Carrera victory.



Peter Davies of Kingsheath, England rode a 1974 Laverda 500 to seventh overall. The veteran compared La Carrera favorably to the Isle of Man.

Eiker gana La Carrera Classic III!

By Brian Catterson
Photos by Lynn Hall & Keith Davis
BAJA CALIFORNIA, MEXICO, MAR. 19

Fred Eiker became the first two-time La Carrera winner by racing to victory in La Carrera Classic III, the latest incarnation of the biannual event. Riding the Wood-Rotax

600cc four-stroke single on which he finished 20th in the Daytona 250 GP race, Eiker averaged 108.2 mph over the 115-mile race course. Paul Rasmussen finished second overall by averaging 106.4 mph on his Ducati 750 F1-B, while Duane Summers finished third, averaging 104.4 mph on a Ducati 750 Paso.

Since October of 1985, La Carrera has been held on Mexico's Highway 3, which is closed for the occasion, between the Baja towns of Ensenada and San Felipe. In the spirit of the great races of the past, like Italy's Targa Florio, La Carrera is the last of the true point-to-point road races.

Each spring, the race features

classic cars (10 years or older), and runs east from the Pacific Ocean to the Gulf of California. In the fall, it's "run what ya' brung" and the direction is reversed. Motorcycles, new and old (but no modern four-cylinder machines), compete in both events.

The race originally ran the entire distance between the two towns but is now a bit shorter, just missing San Felipe and instead terminating at the junction of Highways 3 and 5. Two riders start every 30 seconds with the results scored on overall time. There is a mandatory 10 minute pit stop at Independencia.

Unfortunately, La Carrera again claimed the life of one of its competitors when 53-year-old Maurise



Olin Daunell rode a Kawasaki to fourth overall and first in the hotly-contested 500 Twin class.

"Budge" Mansur died after crashing his Harley-Davidson special at the 14 kilometer mark in the mountains. Doug Kirk also fell off his Yamaha RZ350, breaking his collarbone.

Race day saw strong winds blowing from the north which severely affected the racers' top speeds. As an example, Eiker averaged just 108.2 mph on the Wood-Rotax, while in the past he averaged more than 109 mph on a Kawasaki EX500. The road was also not entirely closed off, with a number of cars, trucks and even a bus(!) seen on the course. There were also reports of a horse, a dog and a video crew on the road, but the general consensus was that it wasn't as poorly policed as in the past.

Winner Eiker, who last won La Carrera in September of 1986 on a Norton, said that the wind was "really bad." The Dunlop/Shoei-sponsored rider used radial slicks in the race, but afterwards felt that street tires would have worked better. The Wood-Rotax was geared for 154 mph at 8500 rpm (one tooth larger on the countershaft sprocket than at Daytona), but wouldn't pull more than 8200 rpm during the race. Ron Wood stated that he would liked to have run with lower gearing.

"I knew the wind would be bad, but I didn't know what direction it would be blowing from," said Wood. "I didn't want it to be undergeared if there was a tailwind."

The Wood-Rotax road racer has finally reached production and Wood has begun to build the initial 10 bikes for which he's already received orders. The motorcycle is a true clubman racer, and will be sold for approximately \$10,000 to "an average guy market."

Runner-up Rasmussen, who's raced in all but the first of the previous La Carreras, was one of the early starters, beginning slowly and gradually working his way up to a race pace. After the race, the Livermore, California resident was confident that he'd won since he was the first rider to the finish line by a good five minutes. Unfortunately for Rasmussen, Eiker went faster.

Third place finisher Summers, who won the fall '87 La Carrera, intended to compete on his Ducati 750 Laguna Seca. However, the recurring ignition pickup problems which have plagued him in club races forced him to use his back-up bike — a stock Ducati Paso with 2000 miles on its tires.

Summers had taken the Paso out of the warehouse at Cagiva North America, where he's employed, to use

as a practice bike, and was fortunate to have it along. Summers said that he would have tried to repair his race bike, but his voltmeter burned up that night, rendering it useless. His dad drove home with the broken bike Friday night and had it repaired at Sunnymead Cagiva for Sunday's Formula USA race at Willow Springs.

Olin Daunell, another La Carrera veteran, averaged 103.4 mph to finish fourth overall and first in the 500cc Twin division. His modified Kawasaki EX500 was geared nine teeth taller than stock and had a Vance & Hines two-into-one exhaust system which, Daunell claimed, "has less ground clearance than stock, but only on the right side."

A battle between two Kawasaki employees, Clay Carson and Tom McMahon, who started at the same time, saw the two Kawasaki EX500 riders draft their way to San Felipe. Carson beat McMahon to the line to claim fifth.

Seventh overall was a tie between 45-year-old Englishman Peter Davis on a '74 Laverda Montjuich 500 (first vintage bike) and David Gibbons on a Yamaha 550 Vision. The duo averaged 101.3 mph.

Ninth overall was another veteran, Eddie Brush, on a modified Kawasaki EX500. Brush was the last of the "ton up" (over 100 mph) riders, averaging 100.6 mph. Tenth place finisher Greg LaCava narrowly missed membership in this exclusive club by turning a 99.9 mph average speed on his BMW.

Kawasaki Motor Corporation continues to support La Carrera, providing plaques for all of the finishers and also braking markers, which would have been appreciated by first-timers unfamiliar with the road, but somehow these went unused.

Refreshments were supposed to be served near the finish line, but this also didn't happen. The organization was, in a word, "unorganized," but there were few complaints. Everyone had lots of fun, and having fun is what La Carrera is all about.

Kawasaki again fielded a team of motojournalists on KLR650s, EX500s and 250 Ninjas. Included in the group were Mark Tuttle of Rider magazine, Nick Ienatsch of Motorcyclist, Brian Halton of City Bike, Margaret Fowler of Free 2 Wheel, Michael Ross of American Roadracing, and Brian Catterson of *Cycle News/Motorcycle Road Racer Illustrated*.

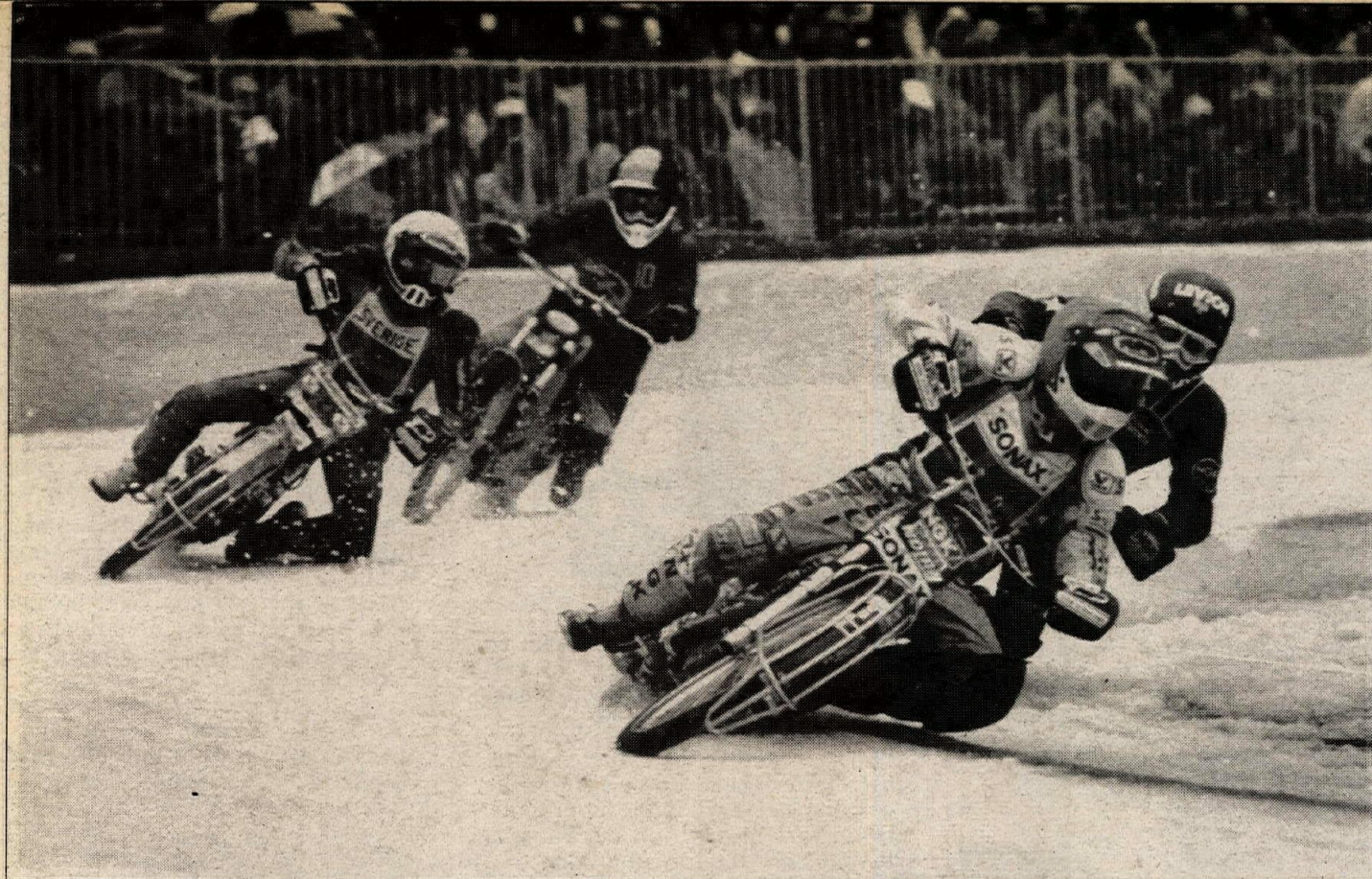
Larry Coleman of Kal-Gard and passenger Mike Taylor of Barnett drove their Kawasaki-powered sidecar outfit to the class win and 12th overall at an average speed of 98.3 mph. Although they used a four-cylinder engine, they were allowed to compete because race organizer Loyal Truesdale finds them "different."

Race co-organizer Cliff Carr rode the *Cycle News* Harley-Davidson project bike to the Open 1000 class win. The 883 Sportster was completely stock except for clip-ons and rear-sets, and although Gil Vaillancourt of Works Performance provided some shock absorbers, Carr elected to use the stockers to better gauge its original performance.

Vaillancourt himself rode a 1964 Velocette Venom 500cc single to finish third in the Vintage Single category. Georgian Beno Rodi won this class on his BSA B50.

Robert Flam averaged 85.8 mph on his Kawasaki Ninja to win the 250 Stock class, with Tim McClellan, a five-foot, two-inch tall Kawasaki district manager from Columbus, Ohio, taking second. Michael Ross

(Continued to page 21)



Sweden's Erik Stenlund leads Russia's Sergi Kasakov, Per Olaf Serenius and Rais Mustafin.



Russian Sergi Ivanov was third.



Russian Jiri Evanov, the 1986-87 World Champion, lost his chance to retain his title when he over-extended himself trying to catch Stenlund.



Stenlund kept his cool in a critical heat and didn't drop a point, leading from start to finish and clinching the championship.

World Championship Ice Speedway Final

Swede Stenlund rules world

By John Hipkiss

EINDHOVEN, HOLLAND, MAR. 12-13

It's time to forget Calgary. The sports of the Winter Olympics, from the men's downhill to the 90-meter jumps, pale in comparison to the world of ice speedway racing, particularly on the World Championship Final level. While it's accepted that you don't have to be a genius to ride ice speedway, it does require a rather special mentality to compete on 500cc bikes with over 280 spikes, some two-inches long, in the tires.

Most winter sports are dominated by athletes from the Iron Curtain countries and ice speedway falls in line with the Russians dominating the sport for 22 years. You would think that after so many years being commanded by one nation that interest would be on the decline, but nothing could be further from the

truth, as this form of motorcycle racing goes from strength to strength.

This year's competition saw two Americans and a Canadian compete for the first time in the earlier qualifying rounds, albeit unsuccessfully, and more important that the Russian stranglehold has well and truly been broken.

This year's Final, held in the small town of Eindhoven, Holland, was won by Sweden's Erik Stenlund. The quiet, unassuming 25-year-old mechanic from Stockholm won the hearts of the crowd when he took the title from the 1986-87 World Champion, Russian Jiri Ivanov, after a thrilling race that saw the Soviet taxi driver over-extend himself in a desperate move to catch the popular Swede. Ivanov dismounted his bike halfway down the straightaway after hitting a rut, only to hang on for dear life to eventually finish third in what was the best race of the meet. It made you wonder what it would be like if you were a passenger in his taxi!

Stenlund was on his own in the final results for the next five positions were filled by riders from Russia, and with the next four places

going to Stenlund's countrymen there was little hope of any other nation grabbing any of the glory.

The meeting started on Saturday evening and ran over two days, with 20 races per day giving the top riders an extra bite at the cherry.

Racing on the 400-meter speed skating circuit with their 500cc Jawa two-valve machines — no special modifications allowed, unlike the shale speedway meets where four-valves are allowed, the men of the ice race against each other's ability more than each other's machine.

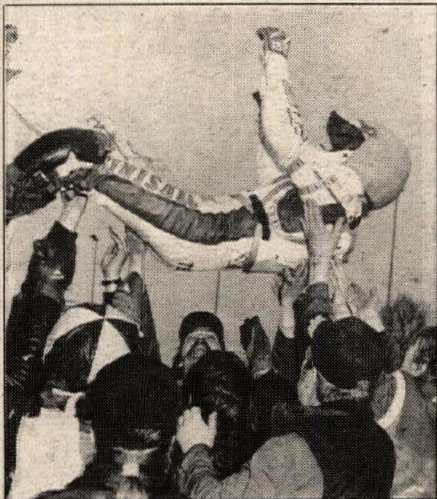
Stenlund has had previous success in the Final, winning the World Championship title in Moscow in 1984 and finishing third when the Final was held in Berlin. Last year, however, Stenlund's luck ran out when he broke a leg at the semi-final stage in Assen, Holland.

After the first evening's racing, the new champ was trailing the defending champ by one point. The two had clashed in race 13 and Jiri Ivanov had gotten the better of Stenlund to clean up in the first half of the program with a 15-point maximum, one point up on the Swede.

The pre-meeting favorite, Fin-



This was Stenlund's second title; the first came in 1984 in Moscow.



Stenlund celebrates with his teammates after taking the title.

land's Jarmo Hirvasja, beat the best in the earlier rounds but ended his hopes when he fell in his third ride against Stenlund and Russian Sergi Kasakov. After Hirvasja went out, former champ Kasakov fell on the restart.

Sunday provided the best racing as the ice wasn't as hard and it was also raining, giving better grip for the riders. Stenlund and Jeri Ivanov met in the eventful heat 31 after which the Swede had a one-point advantage. If only Ivanov had kept his head in that vital clash and settled for second place then he would have had a crack at Stenlund in a run-off, but that wasn't to be and with both riders having just one race left, it only mattered that Stenlund didn't drop a point.

That's just what happened in race 37. Stenlund was pitted against Russians Rais Mustafin and Sergi Ksakov, although help was at hand for him from Swede Per Olaf Serenius. Stenlund didn't need help as he shot from the gate to take the lead, chased very closely by Kasakov who overcooked it on the third lap to give the title to Stenlund.

The most cheers came from a large contingent of English supporters who gave Kiwi Bruce Cribb a great ovation on the occasion of reaching his first World Championship Final at the age of 41. In Cribb's case, however, the attention was much like that given to Olympic ski jumper Eddie "The Eagle" Edwards, both got the most applause but finished last.

Results

FINAL: 1. Erik Stenlund (Sweden) 29; 2. Jeri Ivanov (USSR) 27; 3. Sergi Ivanov (USSR) 24; 4. Sergi Kasakov (USSR) 22; 5. Vitaly Russkikh (USSR) 21; 6. Rais Mustafin (USSR) 21; 7. Sven-Erik Bjorklund (Sweden) 16; 8. Per Olaf Serenius (Sweden) 14; 9. Jan Sigurd (Sweden) 14; 10. Tommy Lindgren (Sweden) 13; 11. Antonin Klatovsky (Czechoslovakia) 10; 12. Vasily Afanasjev (USSR) 9; 13. Hasse Johannsson (Sweden) 9; 14. Jarmo Hirvasoja (Finland) 4; 15. Bruce Cribb (Great Britain) 3; 16. Gerrit Rook (Holland) 3.

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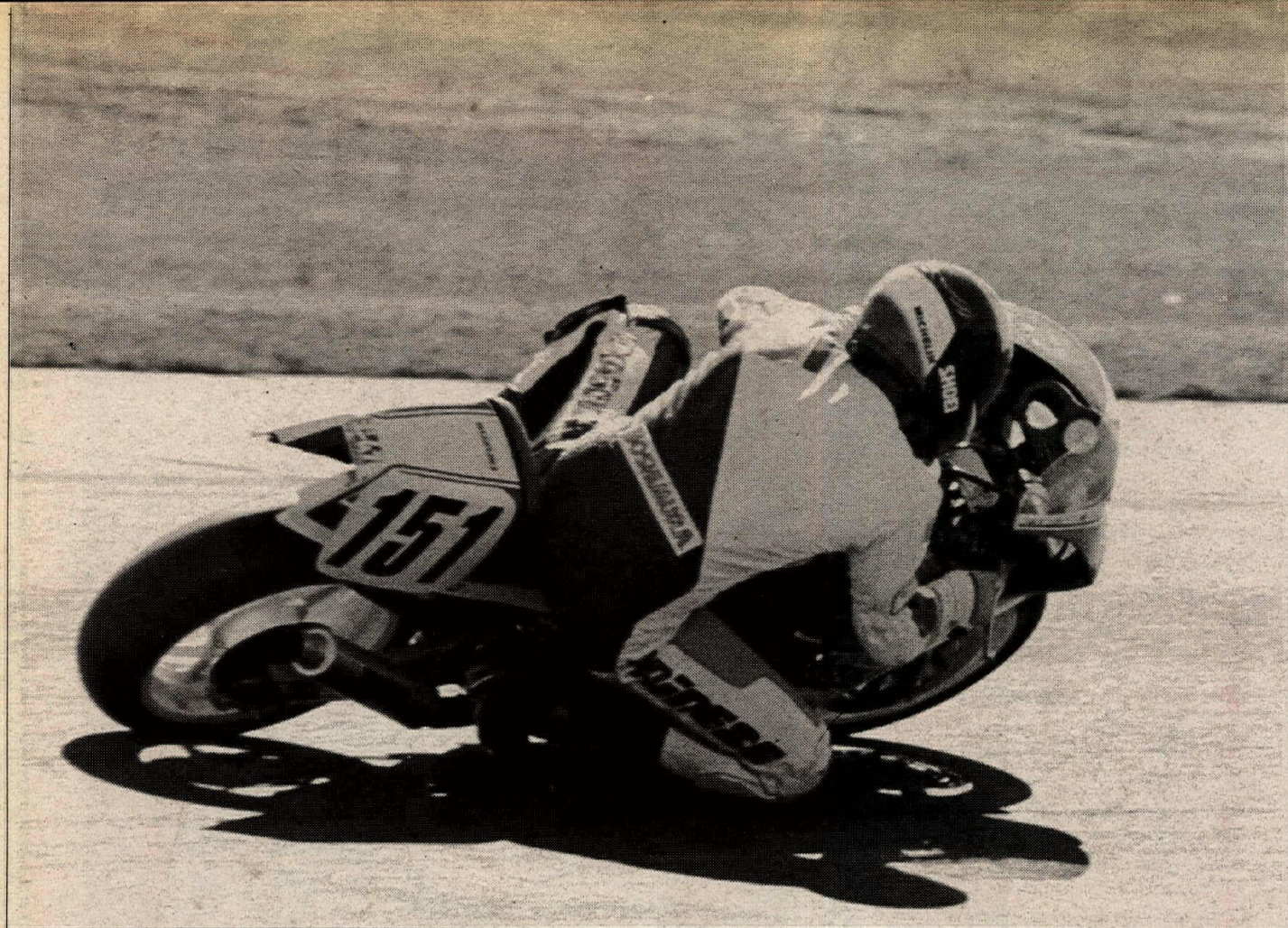
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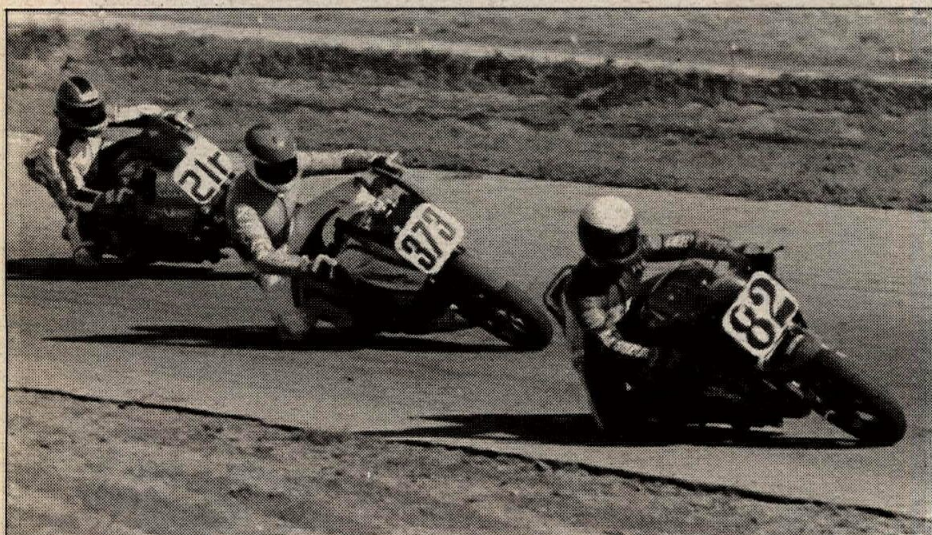
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Suzuki GSXR750-mounted James Domay took his second consecutive Formula USA Series win of the season during round two action at Willow Springs. Domay defeated runner-up Pete Christensen by 12.72 seconds.



Michael Minning (82) finished fourth in the Open class, while Kawasaki-mounted Peter Christensen (373) shook off a bad start to claim second.

WSMA Formula USA Series: Round 2

Domay does it again at Willow

By David Keck
Photos by Beverly Gossman
ROSAMOND, CA, MAR. 20

Curiosity hit James Domay just like it would any racer who held a lead. So, midway through the Toyota/Coca-Cola/Budweiser Formula USA Open class race today at Willow Springs International Raceway, Domay made a quick over-the-shoulder glance, just to see if anyone was close.

"I don't like turning around to look," Domay said later. "You never know who could be right there. But I did it anyway."

To Domay's expectation, there was no other racer within sight. The Sylmar, California, rider then took the advice of his pit crew, backed off on the throttle of his Yoshimura-kitted Suzuki GSXR750 and cruised to his second Formula USA win of the season.

Domay won the race by a 12.72-second margin over second-place

finisher Pete Christensen of Oxnard, who finished in front of Hyper-Cycle's Carry Andrew of Van Nuys. Domay rode consistent lap times in the low 1:28s, at an average speed of 102 mph on the 2.5-mile, nine-turn course.

As in the first Formula USA race of 1988, held at Willow Springs in February, Yoshimura/Michelin ICRT/Lockhart/Dr. John's Frame Straightening/Suzuki of Glendale-sponsored Domay didn't take long to get out front. He had the top position by turn two in the first lap and stretched his lead to 14.13 seconds by lap five of the 10-lap sprint race.

At that speed, Domay might have made a run at the track's motorcycle record of 1:26.33, set by Scott Gray in last year's Formula USA Series. But Domay decided there would be plenty of time to try and set new marks. On Sunday, it was just a matter of finishing first.

"When you get a lead like that you don't want anything to happen," he said. "Not like anything should — like running out of gas or anything like that."

Funny he should mention that.

In last month's Formula USA season opener, Domay held a big lead, but ran out of gas in the final turn of the last lap. He pulled in the clutch and coasted across the finish line just ahead of hard-charging, two-time AMA Superbike Champion Wes Cooley.

This time Domay made a second check of the gas tank and didn't spend any time worrying about Cooley.

That's because Cooley failed to make the race, as his Team Hammer Suzuki GSXR1100 blew up at Daytona two weeks previous and couldn't be repaired in time for the Formula USA contest.

Since the first Formula USA race of 1988, Domay had spent much of his effort getting prepared to meet Cooley again. But that preparation had little to do with modifications in the bike. They centered on

changes in himself.

Taking a tip from his girlfriend, Amy, Domay dieted and knocked 15 pounds off his frame in two months. Going from 185 to 170 pounds, he said, made a definite difference on the motorcycle.

"I feel a lot better," Domay said. "Anytime you lose weight on yourself or your bike it's going to make a difference. You get better traction and horsepower when you drop some weight."

Domay's big lead left most of the real racing among the next five riders, who dived for second in a rather tight pack. In those positions, Christensen, Andrew, Michael Minning, Earl Roloff, Jr., Don Greene and, early in the race, Chuck Magnusson battled for position.

Magnusson, a Chicago native now living in San Diego, was the first to drop back. He ended up a disappointing 13th, after finishing third in the February Formula USA event. He ran second in Sunday's race for the first two laps.

"We didn't have the right tire compound for the bike," Magnusson explained. "So we tried something and it didn't work at all. It worked well for a lap and a half, then it started going away."

Andrew inherited the runner-up position from Magnusson, then lost it to Christensen on lap six in the tight Balcony section of the course. Andrew attempted several times to regain the position, but noticed water coming from Christensen's Kawasaki 750. After a couple anxiety-filled attempts to pass, Andrew settled into third.

"I tried to take a little different line than he (Christensen) did, just so I wouldn't hit any water," Andrew said. "I almost went off in turn eight, so I backed off."

It was still a good day for Andrew, owner of the Hyper-Cycle shop in Van Nuys, as he moved into second in the Formula USA points standings behind Domay — who rides for Andrew in endurance races.

It was the best-ever series finish for Christensen, who was competing in only his third Formula USA race. Into just his second full year of racing, Christensen knew he could keep up with the more seasoned veterans.

But could he pass them?

"It was definitely very exciting," Christensen said. "I had to make all my passes in the corners because my horsepower was down (compared to the other bikes)."

"I'm very pleased. I was running with those guys in practice, so they knew I could keep up. I knew I could keep up, that was easy. Passing them was the problem."

Christensen was in for a lot of problems from the outset, as he didn't break into the top five until lap four.

A big surprise occurred in the new Formula USA Lightweight class for bikes with engine displacements of 600cc or lower when Andrew Leisner, a fourth-year economics student at UCLA, topped veterans Rich Oliver and Greene for the win.

"Beating Rich and Donnie — those guys are like my idols," Leisner said afterward. "I always wanted to ride with them and beat them. Today was the day."

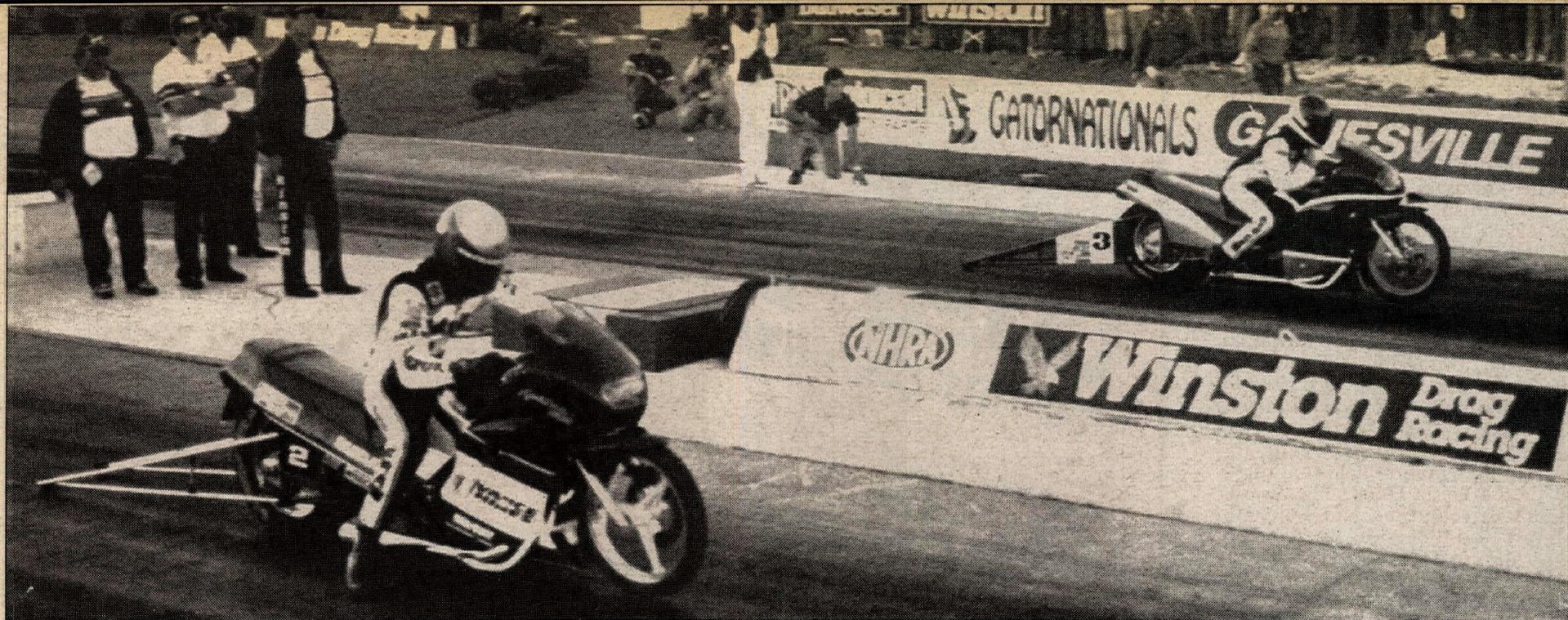
There was little doubt Leisner was fast. On Saturday, the 21-year-old rider broke the F-2 track record, piloting his 250cc Rotax-powered Aprilia to a 1:28.9 lap time, breaking the mark of 1:30.1 set by Wayne Rainey in 1985.

Track records are one thing, winning races against two top riders, quite another. The Lightweight race was red-flagged after a first-lap crash

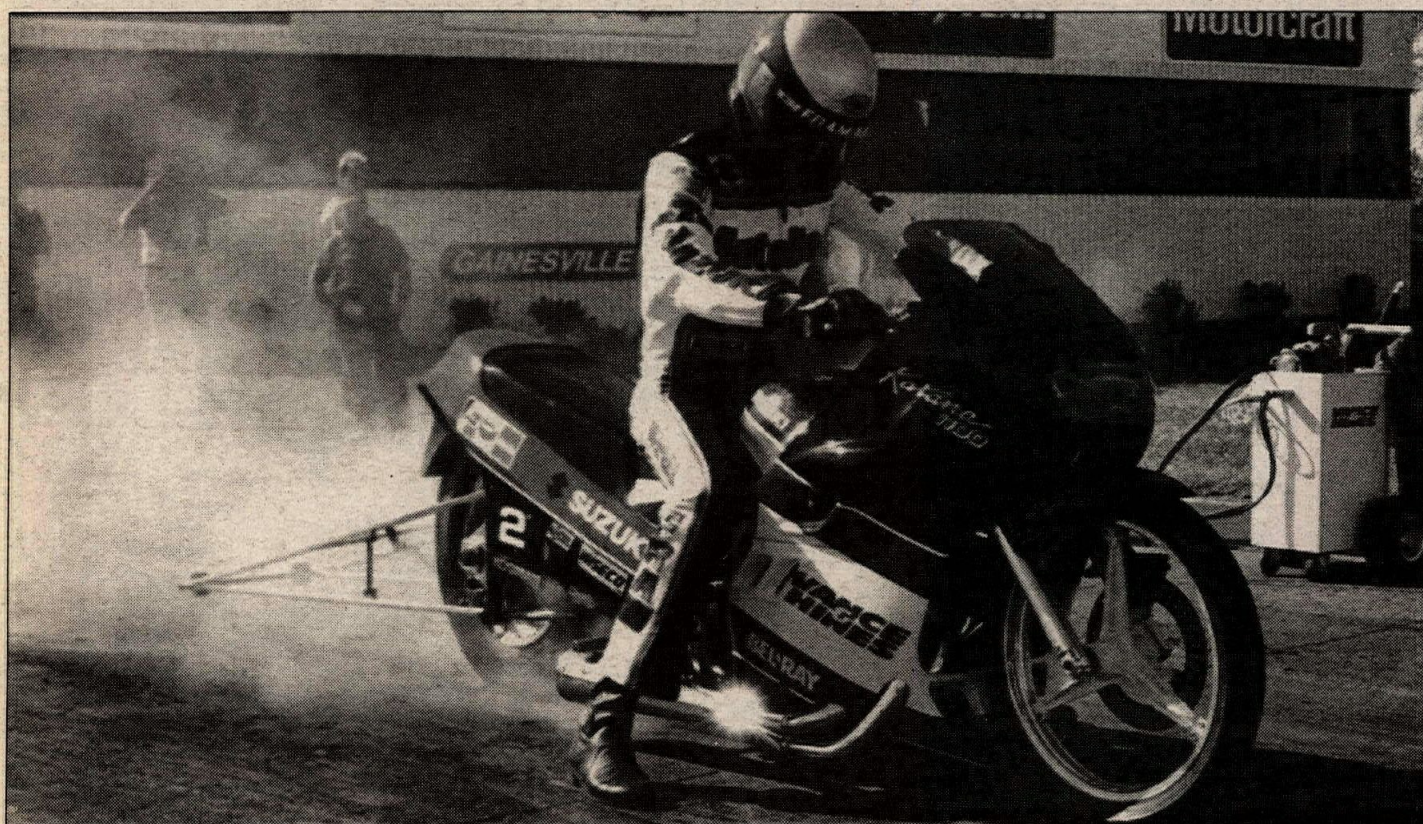
F-USA L/W POINT STANDINGS: 1. Greene (23); 2. Leisner (15); 3. Kunitsugu (11); 4. (TIE) Oliver/Coë (10); 6. Bjorn Pave (8); 7. (TIE) Tom Aquino/Fred Eiker (7); 9. (TIE) Williams/Summers (6).



DAVE SCHULTZ
167.97 M.P.H.



Terry Vance (2) goes up against John Mafaro (3) in the Pro Stock Bike final.



After losing his number one plate to Dave Schultz in 1987, Suzuki-mounted Vance is back for vengeance in '88.

NHRA National Championship Drag Race Series

Vance wins, records set at Gatornationals

By John Brasseaux

GAINESVILLE, FL, MAR. 20

Terry Vance started off the first race of his last season the right way. He garnered his 24th career National Hot Rod Association win by riding past John Mafaro in the finals of the NHRA Motorcraft Gatornationals.

Vance announced at the end of last year that the 1988 season was going to be his last in active Pro Stock Bike competition. After losing the Number One plate to Kawasaki rider Dave Schultz at the end of last year, Vance vowed to come back with a vengeance for '88. He made good

on that pledge at the Gatornationals with back-to-back 7.98s — one in the semi-finals and the other in the final.

However, if the rest of the season can be predicted based on the overall performance of the riders at Gainesville, this year will be different from all others. Although Vance came away with the win, two other riders came away with new NHRA National records. Mafaro turned in

a 7.982 second run in the second round to claim the NHRA mark (Vance's best was a 7.983), and Schultz bumped up the speed record by almost three mph with a booming 167.97 mph. (Vance held the previous marks at 7.990, 165.07.) Based on that fact, Vance & Hines no longer hold the overwhelming performance advantage that they have enjoyed for some many years.

In fact, it was Schultz, not Vance, who ran the quickest Pro Stock Bike time ever on that 167-mph pass. His elapsed time was a 7.94. Additionally, Suzuki rider Russ Olmstead made the first jaunt into the seven-second zone at the Gators with a 7.99 in the first round. (Unfortunately, he red-lighted and was bounced out of competition.) Finally, the last qualifier, Earl Timmons recorded an 8.21, which was the quickest number 16 qualifier in NHRA history. Based on that, it is safe to say that the Pro Stock class has generally evened the performance score with Vance.

Vance was the number one qualifier with an 8.02 and met fellow Suzuki rider Lance Boyer in the first round. Vance easily handled Boyer's 8.25 with an 8.10. Their meeting was the first for two Katana-fairing Suzuki, which is one of the hot setups for '88. The slick body parts

are a composite of carbon fiber and Kevlar for a combination of strength and light weight.

Meanwhile, Mafaro similarly-skinned Suzuki hit a better 8.04 in a first-round win over James Hyden's 8.28.

Because Schultz qualified in the number five spot, and because he won his first round, he next had Vance on his dance card. Schultz's Ninja body-cover machine was definitely making the top-end power, based on a 166-mph speed in qualifying and another in the first round, that one coupled to an 8.07. At this point of eliminations, it was safe to assume Schultz had the stronger bike. However, Schultz tossed away the advantage and handed the win to Vance with a red-light start. He threw out 7.94, 167.97 while Vance's recorded a slower 8.03, 165.41.

Mafaro hit his record 7.98 in his second-round win over Steve Johnson. NHRA rules require a one-percent backup run anytime during the weekend for the record to be valid. Mafaro's 8.04 during the first round was more than enough. Mafaro's speed on the 7.98, which was the first time the Saddle Brook, New Jersey, resident has breached the seven-second zone, was 165.89 mph, first time he has been over 164 mph.

Vance ripped off his first of two 7.98s with a win in the semi-finals over Mike Keyte, who ran an 8.05, while Mafaro disposed of upstart Paul Gast, 8.00 to Gast's 8.11. Gast's best number was an 8.02 in the second round, which bettered his previous best of 8.33 by three-tenths.

Since Vance had the quicker time from the semi-final, he took the right lane, which was generally conceded to be the better lane. At the green, he jumped to a slight lead and held it all the way to record a 7.98, 165.01 to 8.09, 155.49 win. Mafaro's time was off as his rear Goodyear spun excessively at the start and a crosswind in the lights pushed his bike around, so he shut-off. Hence the speed of 155 mph.

The Gatornationals' win was one that Vance and crew chief Byron Hines really needed. They had won only one of the eight '87 NHRA bike races — ironically, the Gatornationals — and the team was overdue for a win. However, because the class as a whole has stepped up, Vance will have a tough time of it this year. So will defending Castrol GTX Motorcycle Champion Schultz, for that matter. It definitely will not be a two-bike race this year.

was considered a shoo-in for the win, but a three-minute-too-long pit stop caused him to finish third. Margaret Fowler, the only woman in the 76-rider field, finished sixth in this class on her Kawasaki. Fowler was thrilled just to finish, since last year's ride on a 250 Eliminator saw her stopped at the pits and not permitted to continue due to the impending arrival of the following cars.

Nick Ienatsch won the Dual-Purpose Singles class on a Kawasaki KLR650, averaging 90.6 mph to defeat former overall race winner Steve Ballmer, who was similarly mounted.

Eiker was disappointed with the awards presentation held that night at the La Fiesta Hotel. The awards didn't arrive in time, and Truesdale simply read the results to each rider who inquired. The car drivers, on the other hand, had a lavish poolside affair. Considering that the motorcycle entry fee is \$250 and the car entry is only slightly more at \$295, the bike racers felt cheated.

Truesdale announced that this fall's La Carrera would be pre-empted by a hillclimb at La Bufodera, which will be held on a 4.5 mile paved road, and judged on a best-out-of-three attempts basis. Truesdale also plans to re-create the original La Carrera Pan Americana this fall, running pre-'54 cars around mainland Mexico for seven days. A limited number of motorcycles may be allowed to compete.

John Winslett, who owns Del Amo Kawasaki/Suzuki/Cagiva in Redondo Beach, California, has raced both cars and bikes in La Carrera. This time he drove a Chevy Camaro ("a 'Merican car") which unfortunately crawled home on just four cylinders. Winslett says that after winning first overall in his Corvette in the fall '87 race, the car guys started hassling him because he was associating with the bike racers. "Say what you want about motorcyclists, but a bike guy can enter a car and win; you'd be lucky if you could just ride a bike down the street without falling," said Winslett.

Results

O/A: 1. Fred Eiker (W-R) 108.2 mph; 2. Paul Rasmussen (Duc) 106.4; 3. Duane Summers (Duc) 104.4; 4. Olin Daunell (Kaw) 103.4; 5. Clay Carson (Kaw) 103.3; 6. Tom McMahon (Kaw) 102.4; 7. (TIE) Peter Davies (Lav)/David Gibbons (Yam) 101.3; 9. Eddie Brush (Kaw) 100.6; 10. Greg LaCava (BMW) 99.9.

VIN SGL: 1. Beno Rodi (BSA) 73.1; 2. Hal Work (Yam) 69.7; 3. Gil Vaillancourt (Vel) 68.8.

VIN TWIN: 1. Peter Davies (Lav) 101.3; 2. David Wood (BMW) 95.6; 3. Michael Pugh (BMW) 82.1; 4. Bob Sinclair (Duc) 80.9; 5. Phil Conover (Duc) 80.0.

PRE-1960 VIN: 1. Ed Meagor (H-D) 68.8; 2. Jack Hurst (Ind) 53.4.

OPEN SGL: 1. Fred Eiker (W-R) 108.2; 2. John Scott (Hon) 99.6; 3. Alden Robertson (Yam) 98.2; 4. Arne Ion (Hon) 84.9.

D/P SGL: 1. Nick Ienatsch (Kaw) 90.6; 2. Doug Meyer (Kaw) 88.2; 3. Mark Tuttle (Kaw) 84.8; 4. Steve Ballmer (Kaw) 79.9.

OPEN 250: 1. David M. Donnelly (Suz) 87.1
250 STK: 1. Robert Flam (Kaw) 85.8; 2. Tim McClellan (Kaw) 84.6; 3. Mike Ross (Kaw) 78.5; 4. Brian Halton (Kaw) 77.2; 5. Don Doug Riggs (Hon) 74.6.

500 2-STRK: 1. Bob Ummels (Yam) 95.4; 2. John Gezelle (Yam) 90.7.

500 TW: 1. Olin Frank Daunell (Kaw) 104.45; 2. Clay Carson (Kaw) 104.3; 3. Tom McMahon (Kaw) 102.4; 4. Eddie Brush (Kaw) 100.6; 5. Brian Catterson (Kaw) 95.6.

OPEN 650: 1. David Gibbons (Yam) 101.3; 2. Don Angel (Duc) 85.7.

750 TW: 1. Paul Rasmussen (Duc) 106.4; 2. Duane Summers (Duc) 104.4; 3. Jim Zuccaro (Duc) 99.8; 4. John Caldwell (Duc) 93.9; 5. Barry Hatter (Duc) 88.2.

STK 1000: 1. Greg LaCava (BMW) 99.9; 2. Shawn E. Busehy (BMW) 98.4; 3. Edward K. Glover (BMW) 89.2; 4. Joe Pattison (BMW) 88.0; 5. Rob Smalling (BMW) 87.9.

OPEN 1000: 1. Cliff Carr (H-D) 84.6.

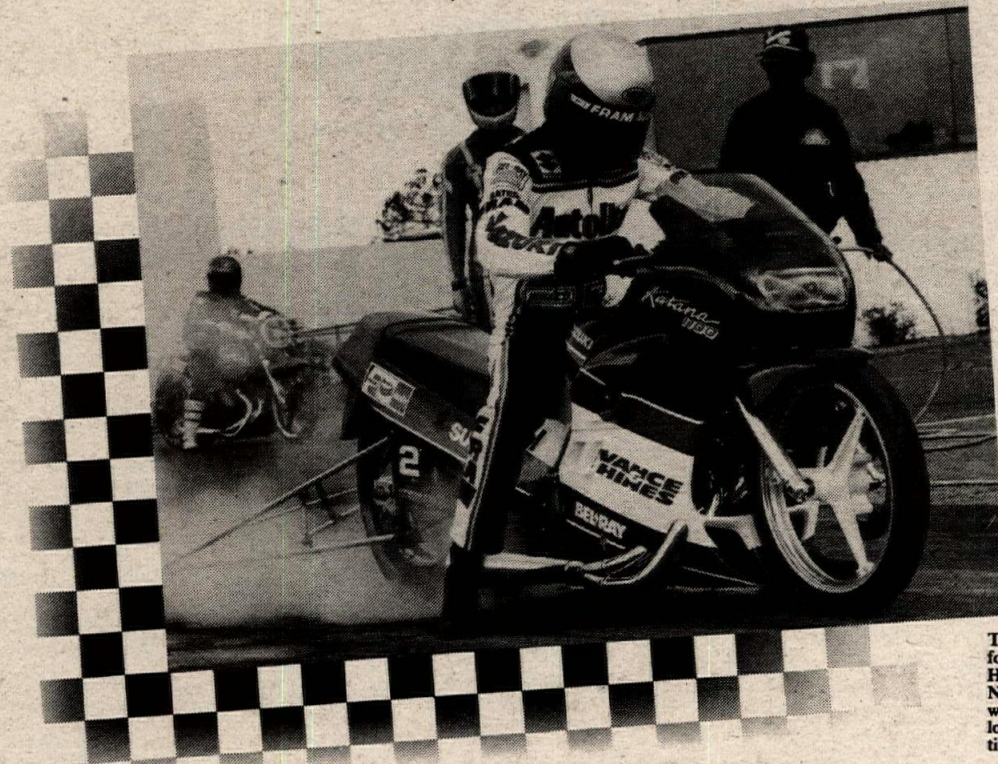
OPEN U/L: 1. Nick Nichols (H-D) 91.3; 2. Bob Moore (H-D) 80.9; 3. Dave Fiorelli (H-D) 72.6.

OPEN 6 CYL: 1. Bert Banner (Hon) 92.8; 2. George Havelka (Ben) 91.6; 3. Charles Moore (Hon) 84.0.

SDCARS: 1. Larry Coleman/Mike Taylor (Kaw) 98.3; 2. Patrick R. Manske/Wendell Andrews (BMW) 70.9/

TRIKE STK: 1. Mark Jones (Trihwk) 74.6.

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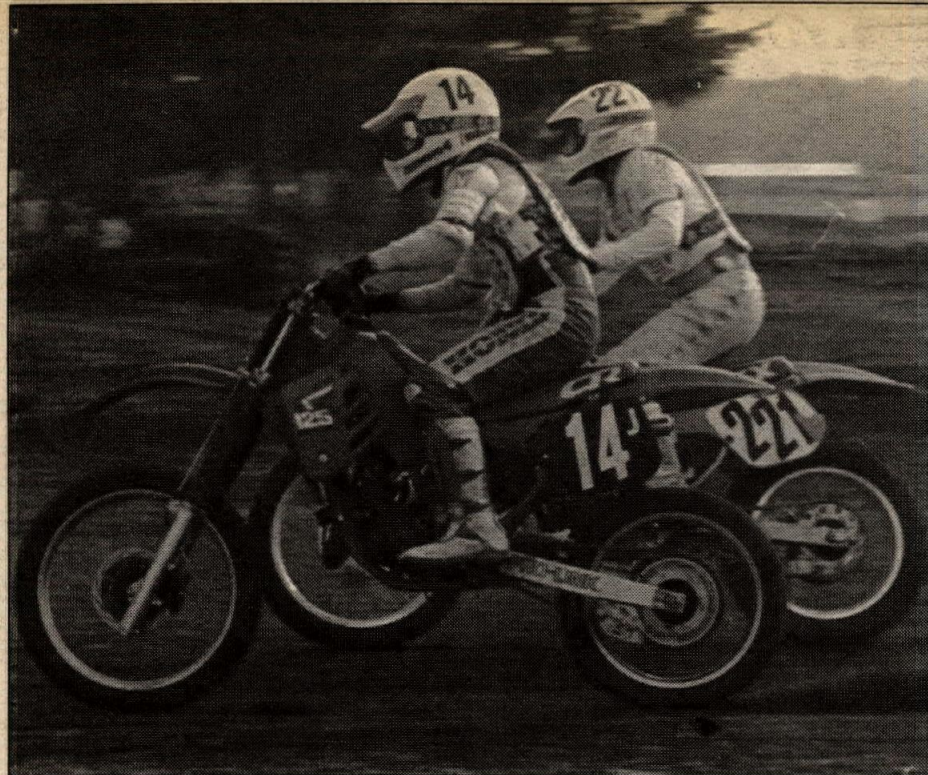
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Jason Summerhill (14J) battles with an unidentified rider for fourth place in the 125cc B Main at the Mudslingers Scrambles.

Waring wins Mudslinger Scrambles By Derryl Anderson

GRAND MOUND, WA, FEB. 28
Kawasaki mounted Shawn Waring battled all day with Alex Travaglune then he finally ran away with the win in the 80cc class of the scrambles held at the Mudslingers track.

John Summerhill took the early lead in heat one followed by Vy-Lam Nguyen, Peter Heines, Guy Gill and Todd Phillips. Summerhill slipped in the woods and restarted in fourth place. Nguyen took over the lead and went all the way. At the end it was Nguyen, Summerhill, who worked his way all the way back to the front, then Gill, Heines, Phillips, Brian Cross and the others.

In the second heat race Travaglune got the initial lead ahead of Waring and season point leader Ryan Anderson. Behind the front running trio was Andy Sandell, Brad Hagseth, Larry Toth and the others. Waring was all over Travaglune for three laps before he finally made a pass stick. Anderson spun out entering the woods but restarted just before Sandell could get by. The two of them rode super close for two more laps before Anderson pulled a lead. Meanwhile Waring had put 35 yards on Travaglune. At the checkered flag it was Waring, Travaglune, Anderson, Sandell, Toth and Jeff Wallis.

In the A main once again it was Travaglune, Waring, Anderson and then Nguyen, Summerhill, Hagseth and the others. The trio up front ran close for three laps before Waring took over the lead and slowly walked away. Anderson was all over Travaglune for several laps but they finally spread out also. At the checkered flag it was Waring, Travaglune, Anderson, Summerhill, Nguyen, Sandell, Hagseth and the rest of the 80s.

In moto one of the Old Timers class Vic Newmann got the start ahead of R.W. Marshall, Dick Stidham and Russ Fletcher, who had mechanical problems and retired for the day. Coming through the woods on lap two Marshall stalled it and restarted back in the pack. Stidham started to reel in Newmann and with one lap to go he was all over his rear tire. Newmann held on as the checkered flag came out. Stidham was still close but Marshall was back 50 yards.

Marshall took the initial lead in moto two followed by Stidham and

Newmann. Unfortunately Marshall bobbled and let Stidham and Newmann both by. With two laps remaining Stidham held on for the win followed by Newmann and Marshall.

Results

80 A: 1. Shawn Waring; 2. Alex Travaglune; 3. Ryan Anderson; 4. Jason Summerhill.
80 B: 1. Larry Toth; 2. Jeff Wallis; 3. Brian Haymore.
125 A: 1. Chris Dineen; 2. Donovan Hertwig; 3. Scott Sherbert.
125 B: 1. Corey Shaw; 2. Tony DuVall; 3. Jason Summerhill.
125 C: 1. Kenny Hadden; 2. Jeff Adams; 3. Bryce Aguilard.
250 A: 1. Rudy Smith; 2. Alan Evans; 3. Jeff Adams; 4. Ernie Trulson.
250 B: 1. Pat Schouweiler; 2. Vy-Thanh Ntuyet; 3. Darren Criss.
250 C: 1. Eddie Gerrish; 2. J.R. Neuman.
OPEN A: 1. Tom Poage; 2. Rick Weidman; 3. Ken Vetter; 4. David Ceccanti.
OPEN B: 1. Scott Billingsley; 2. Dennis Gore; 3. Butch Wells.
OT: 1. Dick Stidham; 2. Vic Neumann; 3. R.W. Marshall.
OTH A: 1. Rudy Smith; 2. Rick Weidman; 3. Mitch Kirkpatrick; 4. David Ceccanti.
OTH B: 1. Jeff Pugh; 2. Ed Elkin; 3. Steve Husko.

Deford does Perris SMX

By David Procida

PERRIS, CA, MAR. 12

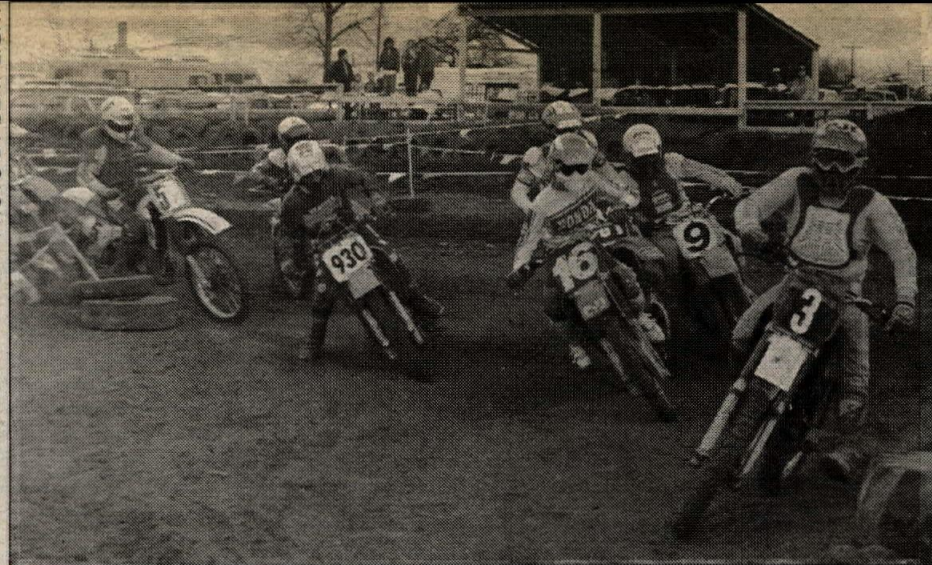
Jim Deford took the Vet Novice class win in SMX motocross action at Perris Raceway.

Deford put his Yamaha out in front and held off all challengers in moto one. Chris Perez and Bob Zimmon stayed close the entire moto aboard Hondas but couldn't find a line around Deford. At the checkered flag it was Deford all the way with the win, followed by Perez, Zimmon, Honda-mounted Wayne Cummings and rounding out the top five was Yamaha-mounted Norman Schiel.

In moto two Zimmon got the early lead but Deford gave his Yamaha everything he could to reel the Honda pilot in. Chasing Deford was Cummings and behind him a battle waged for fourth through seventh, with Perez being pressured by Jim Stentz, Blaine Jacklin and Francis McGee. The trio remained behind Perez, but at times no more than a wheel's length. Up front, Zimmon took the checkered flag ahead of Deford, Cummings, Perez and Stentz. When the results were tallied up Deford's 1-2 tally gave him the overall win, with Zimmon's 3-1 earning second. Perez's 2-4 was good for third place honors.

In the Vet Intermediate class Ken Dickson convincingly won the first moto but could only manage a third

PHOTO BY DERRYL ANDERSON
PHOTO BY CLAY LIGHT



Mike Hamness (930) goes inside of a developing pileup in the 125cc Junior class at Albany. He finished second behind Troy Fuller.

in moto two for second overall. Honda-mounted Marc Granberg bettered his first moto second place finish with a second moto win, giving him the overall victory. Rounding out the top three spots was Honda-mounted Bengt Johansson.

In Vet Expert action George Kohler went 1-1 for the overall win followed in both motos by Suzuki-mounted Marino Bastionell and Robert Hedland.

In the Pro class, Ulf Johansson took an overall win, beating Honda-mounted Brad Hall and Loren Pochirowski.

Results

MINI BEG: 1. Josh Loveland (Kaw); 2. Jason Fainburn (Kaw); 3. Jeremy Badger (Kaw).
125 BEG: 1. David Welch (Yam); 2. Jack Cox (Kaw); 3. Daryl Kageyama (Hon).
250 BEG: 1. David Fajardo (Yam); 2. Ernie Maes (Yam); 3. Curt Grunewald.
125 NOV: 1. Matt Foster (Yam); 2. Robert Naber (Kaw).
OPEN NOV: 1. Scott Nickerson (Hon); 2. Brian Dodd (Hon); 3. Chris Alamangos (Suz).
125 INT: 1. Dan Barnett (Suz); 2. Ron Mowry (Suz).
250 INT: 1. Pat Womack (Hon).
OPEN INT: 1. Larry Nannenga (Hon); 2. Brian Davy (Kaw); 3. Greg Smith (Hon).
125 PRO: 1. Ty Davis (Suz).
250 PRO: 1. Ulf Johansson (Hon); 2. Brad Hall (Hon).
500 PRO: 1. John Posca (Kaw).
VET NOV: 1. Jim Deforo (Yam); 2. Bob Zimmon (Hon); 3. Chris Perez (Hon).
VET INT: 1. Marc Granberg (Hon); 2. Ken Dickson (Hon); 3. Bengt Johansson (Hon).
VET EX: 1. George Kohler (ATK); 2. Marino Bastionell (Suz); 3. Robert Hedland (Hon).

Foidel fast at Albany SX

By Clay Light

ALBANY, OR, MAR. 20

Honda-mounted Keith Foidel took his first overall win of the season at Albany Supercross after posting impressive 1-1 performances in the 125cc Pro/Intermediate class during Motocross Northwest-sanctioned Winter Series racing.

Foidel and David Browning, the only two Pro riders in attendance, launched into the lead at the drop of the gate in moto one followed by Honda jockeys Lance Rudge, Ernie Roberts and Ed Jensen. Foidel and Browning maintained a large lead over their Intermediate comrades to the finish to nab the 1-2 positions. Rudge carded the Intermediate win with Jensen taking second and Roberts third. Jeremy Skokan finished fourth and Chris Clark fifth at moto's end.

Foidel and Browning blurred to the head of the pack in the second moto while Jensen and Rudge waged a brutal battle for the overall in the Intermediate portion. Foidel opened up an 11-second lead in the moto and cruised to the finish to take a 1-1 win and top cash payoff at the completion while second went Browning's way. Rudge prevailed for the Intermediate win after 1-1 finishes with Jensen (2-2), Roberts (3-3), Steve

Pantich (6-4) and Clark (5-5) filling out the top five.

The 125cc Beginner class was nearly as exciting and gated 27 riders for the first moto thriller. Several riders had their turns leading the crash-marred race, but in the end it was Brett Brashears taking the checkered flag in first over Eric Cummings, Roman Ross, Matt Galde and Ken Harwell.

Moto two had Brashears and Galde lead the field into turn one ahead of a major pileup. When the dust cleared, Galde and Brashears were 1-2 followed by Ross, Mike Nova and Cummings. Brashears did all he could to reel in Galde for a double moto sweep, but to no avail as Galde took the moto win. Brashears' 1-2 tallies were enough to take first overall followed by Galde's 4-1 and the 3-3 performances of Ross.

Aaron Boehmer earned a hard-fought win in the 250cc Intermediate class, which ran combined with the Open Intermediates. Gene Sawtell made things miserable for Boehmer in both motos, riding impressively in each outing. But in the later stages of both motos, Boehmer prevailed for a 1-1 win. Sawtell (2-2), Jay Vice (4-4), Frank McKuhn (7-3) and Chad Egge (5-5) rounded out the top five overall.

One of the largest fields of Old Timers were on hand for a huge combined Expert/Junior/Intermediate swapfest. Cagiva-mounted Bob Leach, riding for Gary Foster's G&G Cycle, took command of both motos after come-from-behind rides in each outing. Leach's competition came from Honda riders Jim Parks and Bill Naylor, second and third with 2-2 and 3-3 performances. Bill Newmann won the Intermediate class and Bill Ogilvie took the Junior portion.

Peterson flies at Sunrise GP

By David Procida

ADELANTO, CA, MAR. 6

The combined Women's and Mini class featured some intense action today as Women's Expert Lisa Peterson and Mini Expert Dustin Evans were the overall class winners at the CRC Grand Prix at Sunrise Cycle Park.

Lisa Peterson overcame a midpack start to overtake Mashburn Kawasaki's Mindy Smith. Smith jumped out to an early lead as her Kawasaki started on the first kick. Right on her heels was SCR pilot Bonnie Warch and the pack tightly bunched up behind with stuntwoman Dana Evenson being pressured by Brenda Conner and Suzuki Country Racing's Tami Rice. Rice was suffering from a five-kick start, but was on the gas picking off the slower riders with



PHOTO BY DAVID PROCIDA

Lisa Peterson won the Women's Expert class at Sunrise.

every lap, and by midrace was running in fourth.

As the race reached its midway point, Peterson had opened up a huge lead while second place Smith was a comfortable distance ahead of Warch. Rice was being closed in on by Evenson and Brenda Conner and turned the throttle up to hang onto fourth.

As the race came to an end, Peterson took an easy win ahead of Smith and Warch, while Tina Zahrt was the lone Intermediate after White Bros/Mission Yamaha rider Lori Hedstrom developed brake problems on the second lap.

In the Women's Novice class Bonny Collins showed her ability to handle a high speed whoop section and started to pull away from Hi Desert Kawasaki rider Sheila Moretz. Moretz had her hands full as Teal Nakayama and KTM-mounted Valerie Roberts were breathing down her back. Collins left her competitors in the dust as Nakayama and Moretz had a duel of their own. Collins handled the Novices with no problems as Moretz and Nakayama rounded out the top three positions.

While all this action was taking place 80cc Expert rider Dustin Evans was soaring to score the overall victory while Eric Chavira held off Tony Sulek for the 80cc Intermediate win.

In the 80cc Novice class, Honda-mounted Colin Couto pulled off the win with Sean Fagel and Terry Lee Parson joining him in the winners circle.

A large number of 80cc Beginners were present and kept the action happening as the front runners swapped positions on almost every lap. When the dust settled it was Honda rider Bob Sage with the win, Cory Davis taking second and Jimmy O'Neal claiming the third place slot.

A full line was seen in the 250cc Pro class and Mike Pascarella put his Levi Blue/JT Racing Kawasaki into overdrive to take the overall win with Jon Zahrt and Lancaster Honda's Tim Telford rounding out the top three slots.

In the 125cc Pro class Rich Truchinski chased Paul Vlach and Brent Shury to the checkered with Vlach taking the win.

Results

WMN EX: 1. Lisa Peterson; 2. Mindy Smith; 3. Bonnie Warch.
WMN INT: 1. Tina Zahrt; 2. Lori Hedstrom.
WMN NOV: 1. Bonnie Collins; 2. Sheila Moretz; 3. Teal Nakayama.
MINI EX: 1. Dustin Evans.
MINI INT: 1. Eric Chavira.
MINI NOV: 1. Colin Couto; 2. Sean Fagel; 3. Terry Parsons.



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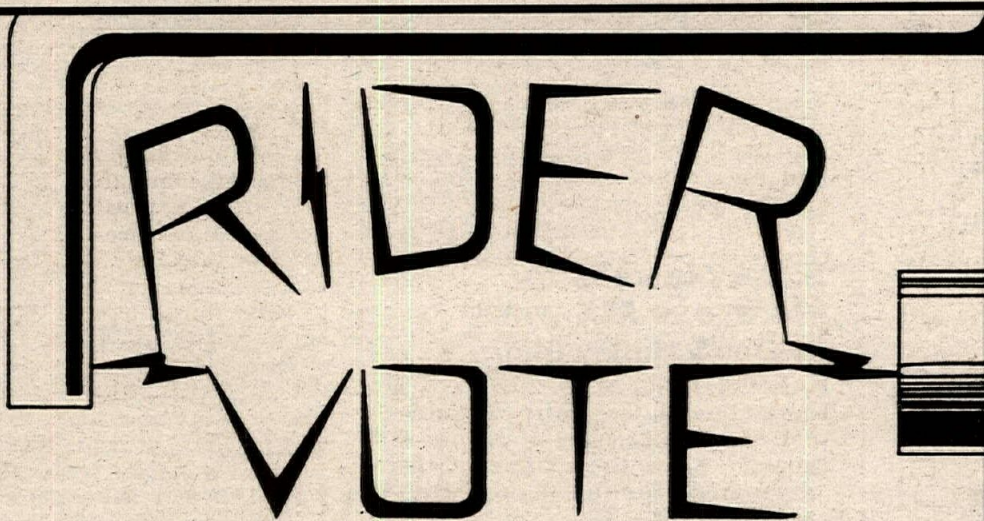
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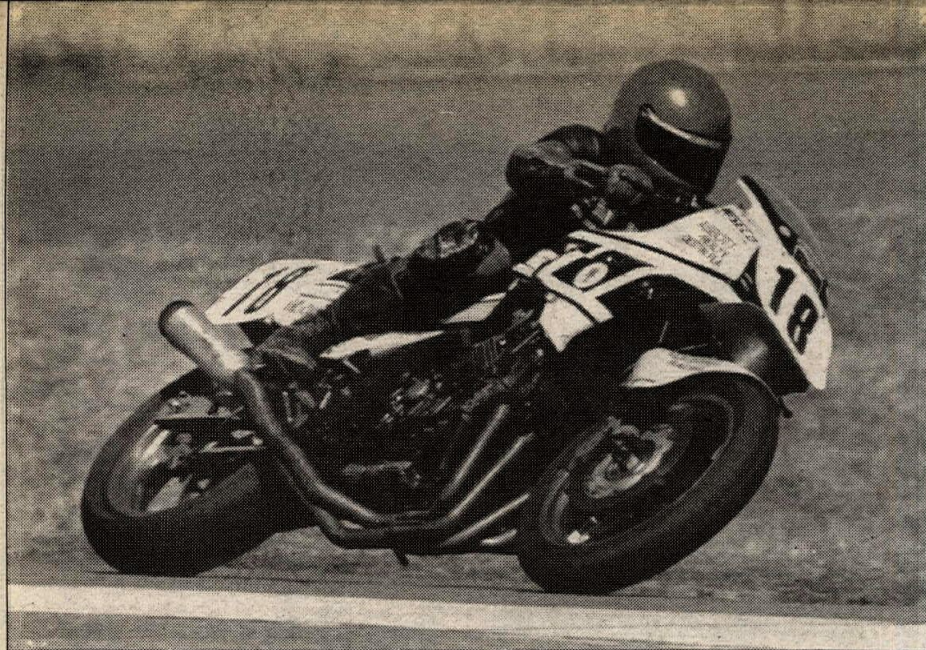
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Jeff Duckworth piloted his Yamaha FZ750 to wins in the B Superbike Expert and Open Formula classes at Talladega.

MINI BEG: 1. Bob Sage; 2. Cory Davis; 3. Jimmy O'Neal.
125 NOV: 1. Derek Meuer; 2. Ryan Carlisle; 3. Tony Selek.
250 NOV: 1. Bill Sauro; 2. Chris Leiker; 3. David Zahrt.
500 NOV: 1. Ron Gilbert; 2. David Thayer; 3. Scott Nickerson.
125 BEG: 1. Danny Kudrave; 2. Steve Hale; 3. Adam Watters.
250 BEG: 1. Marty Estes; 2. Paul Madigan; 3. Scott Adams.
500 BEG: 1. Jim Alexander; 2. Randy Wysocki; 3. Don Ross.
VET EX: 1. Ken Zahrt; 2. Joe Broussard.
VET INT: 1. Ken Dickson; 2. Charlie Strong; 3. Frank Mierau.
VET NOV: 1. David Coulcombe; 2. Curt James; 3. WJ Bradbury.
VET BEG: 1. David Minnick; 2. Phil Davy; 3. Jack Roth.
SR EX: 1. Tommy Pearl; 2. Bob Millner; 3. Robert Minnell.
SR NOV: 1. Robert Linville; 2. Barry Gordon.
SR BEG: 1. Tom Qualls; 2. Terry Rezek; 3. Ed Piazza.
125 PRO: 1. Paul Vlach; 2. Brent Shury; 3. Rich Truchinski.
125 INT: 1. Shane Trittler; 2. Jeff Barbacovi.
250 PRO: 1. Mike Pascarella; 2. Jon Zahrt; 3. Tim Telford.
250 INT: 1. Todd Broussard; 2. Tony Qualls; 3. Craig Conaway.

Hall hot at Talladega RR

By Larry Lawrence

TALLADEGA, AL, FEB. 28

Champion endurance racer Kurt Hall proved that he is no slouch when it comes to sprint racing by winning four sprint race finals as well as a two hour regional endurance during the WERA Regional race weekend at Talladega Grand Prix Raceway.

Hall took easy wins in C Production, C Superbike, B Production and A Production riding his Klotz/Tsubaki/Action Honda/Metzeler-sponsored Honda 600cc Hurricane. It took first year Expert Jeff Duckworth, riding a horsepower-laden Yamaha FZ750 Superbike to stop Hall's winning streak.

Hall led the opening lap of the B Superbike on his 600cc Hurricane with Duckworth and Tim Ledbetter (GSXR750) in hot pursuit. Hall and Duckworth put some distance on Ledbetter who was now battling for third with Novice Suzuki rider Steve Smith. Hall's Hurricane was well suited for the tight 1.3-mile circuit enabling him to brake later than Duckworth for the corners. Duckworth rode well, however, and stayed within striking distance of Hall. On the fifth lap Duckworth rocketed past Hall on the short back straight to put his Yamaha in the lead. Hall outraked Duckworth once more to regain the lead but the Yamaha's power advantage was too much and Duckworth went on to win his first Expert race.

Duckworth beat Hall again in the new Open Formula class (combining

last year's A Superbike and Formula One classes) this time winning \$70 in prize money from WERA.

Action Honda of Marietta, Georgia, is awarding gift certificates in all Southeast Region C Production and C Superbike races this year. Hall took home two \$75 certificates for his wins in those classes. Craig Renck and Mike Gardner won in the Novice races.

Hall rode the entire two hour regional endurance by himself on Saturday in preparation for his first attempt to ride the Daytona 200 the following weekend. "Winning these races give me a lot of confidence going into Daytona," said Hall. "I felt good after two hours here so I should be ready for Daytona."

Steve Smith was the class of the Novice field winning three races on the day riding a self-sponsored GSXR750 out of Savannah, Georgia.

Results

A PROD EX: 1. Kurt Hall (Suz); 2. George Fox (Suz); 3. Gene Burcham (Suz).
A PROD NOV: 1. Steve Smith (Suz); 2. Ken McIntyre (Suz); 3. Ron Hite (Suz).
B PROD EX: 1. Kurt Hall (Hon); 2. George Fox (Suz); 3. Tim Ledbetter (Suz).
B PROD NOV: 1. Steve Smith (Suz); 2. Ron Hite (Suz); 3. Ken McIntyre (Suz).
C PROD EX: 1. Kurt Hall (Hon); 2. Kurt Hall (Hon); 3. David Harman (Suz).
C PROD NOV: 1. Craig Renck (Hon); 2. Mark Mitchell (Hon); 3. Mike Gardner (Hon).
D PROD EX: 1. Jeff Reeves (Yam); 2. Steve Mathews (Yam); 3. Jason Luering (Yam).
D PROD NOV: 1. William Gray; 2. Joe Benton (Kaw); 3. William Quinn (Yam).
B S/BK EX: 1. Jeff Duckworth (Yam); 2. Kurt Hall; 3. Tim Ledbetter (Suz).
B S/BK NOV: 1. Steve Smith (Suz); 2. Ron Hite (Suz); 3. Ken McIntyre (Suz).
S/BK EX: 1. Kurt Hall (Hon); 2. David Harman (Suz); 3. Ned Hart (Suz).
C S/BK NOV: 1. Mike Gardner (Hon); 2. Bo Shuptrine (Yam); 3. Craig Renck (Hon).
D S/BK EX: 1. Chris Spencer (Yam); 2. Jeff Reeves (Yam); 3. Steve Mathews (Yam).
D S/BK NOV: 1. Jimmy Yarbrough (Yam); 2. Rob Farkas (Yam); 3. William Quinn (Yam).
OPEN F: 1. Jeff Duckworth (Yam); 2. Kurt Hall (Hon); 3. David Probst (Suz).
F-2 EX: 1. Karl Savolainen (Hon); 2. Chris Spencer (Yam); 3. Jeff Reeves (Yam).
F-2 NOV: 1. Jimmy Yarbrough (Yam); 2. William Gray (Yam); 3. Rob Farkas (Yam).
VINT 2: 1. Don Scott (Tri); 2. Ron Raven.
VINT 3: 1. Paul Wright (MG).
CLBMN EX: 1. Jim East (Kaw); 2. Michael Grisson (Hon).
CLBMN NOV: 1. Paul Wright (MG); 2. Bobby Buce; 3. Dan Gillespie (Yam).

Silvarole sails to Montrose MX win

By Dot & Hurley Short

RAEFORD, NC, MAR. 20

Kawasaki-mounted Billy Silvarole took the overall win in the 125cc Amateur class at the final race of the 5th Annual Carolina Winter Series at Montrose SEMX.

In the first moto Brad Proctor on a Yamaha sponsored by Yamaha of Lumberton grabbed the holeshot, followed by Steve Childress on a Kawasaki, Jim Neese on a Suzuki and Vicki Reynolds on a Yamaha.

PHOTO BY DOT AND HURLEY SHORT



Keith Ellis (77), Steve Childress (98) and Joe Mato (816) lead the charge of 125cc Amateurs through the first turn at Montrose.

Childress took over first place on the first lap, while Neese held on to second spot, with Proctor doing battle with him for position. Proctor came home the winner.

In the second moto Childress took the pole but Silvarole won this moto and took home the overall trophy for the day.

Jimmy Johnson, on a Meridian Honda of Fayetteville-sponsored Honda, dominated the 250cc Amateur class when he pulled the holeshot and took the wins in both motos. In the second moto Chad Lough on a Suzuki was in close pursuit of the leader, followed by Proctor and Kevin Austin on a Suzuki, making for a lot of excitement.

Darrell Bell, aboard a Honda, was the dominant force in the Senior class, pulling the holeshot in both motos and finishing first and second for first overall. In the first moto, Bell held on to the lead until Timmy Walker on a Yamaha overtook him, but it was a short lead for Walker as he relinquished it when he took a spill. Bell then took a commanding lead with no one even close.

Results

P/W: 1. Jeffery Donaldson (KX); 2. Brent Lough (Kaw); 3. Kevin Bean (Kaw); 4. Jonathan Hayes (Hon).
JR MINI: 1. Danny Rich (Hon); 2. Brad Boyd (Yam); 3. Brent Lough (Suz); 4. Chris Carlson (Suz).
SR MINI: 1. Jim Neese (Suz); 2. Rusty Coleman (Yam); 3. Donald Schmidt (Kaw); 4. Troy Brewer (Kaw).
S/MINI: 1. Billy Silvarole (Kaw); 2. Lee Walston (Hon); 3. Troy Brewer (Kaw); 4. Bad Brad Boyd (Yam).
NOV: 1. Brian Bradner (Yam); 2. John Merritt (Yam); 3. Douglas Cumbo (Hon); 4. David Carr (Yam).
125 AM: 1. Billy Silvarole (Kaw); 2. Brad Proctor (Yam); 3. Mato-Joe (Hon); 4. Jim Neese (Suz).
SR: 1. Darrell Bell (Hon); 2. Doug Hightower (Hon); 3. Timmy Walker (Yam); 4. Stuart English (Hon).
250 AM: 1. Jimmy Johnson (Hon); 2. Chad Lough (Suz); 3. Brad Proctor (Yam); 4. Kevin Austin (Suz).
OPEN AM: 1. Kevin Austin (Hon); 2. Dean Herrin (Hon); 3. Ricky Gardner (Hon); 4. Scott Snellings (Hon).
S/SR: 1. Ed Donaldson (KX); 2. Marc Minor (Suz).
PRO: 1. Jim Chester (Suz); 2. Kevin Walker (Yam); 3. Steve Childress (Kaw); 4. Lance Eubank (Kaw).
O/A SERIES
P/W: 1. Kevin Bean (Kaw); 2. Jeffery Donaldson (KX); 3. Brent Lough (Kaw); 4. Glenn Cary (KX); 5. Ashley Bruce (Kaw).
JR MINI: 1. Danny Rich (Hon); 2. Brad Boyd (Yam); 3. Jason Baldwin (Yam); 4. Chris Carlson (Suz); 5. Bobby Honeycutt (Yam).
SR MINI: 1. Rusty Coleman (Yam); 2. Wes Cane (Hon); 3. Dale Hill (Yam); 4. Jim Neese (Suz); 5. Kevin Simpson (Kaw).
S/MINI: 1. Rusty Coleman (Yam); 2. Jason Baldwin (Yam); 3. Chris Sellers (KX); 4. Brad Boyd (Yam); 5. Donald Schmidt (Kaw).
125 AM: 1. Brad Proctor (Yam); 2. Scott Riggs (Yam); 3. Tony Camaioni (Yam); 4. Jim Neese (Suz); 5. Matthew Hendrix (Yam).
NOV: 1. Brian Bradner (Yam); 2. Douglas Cumbo (Hon); 3. David Carr (Yam); 4. Lee Martin; 5. Richard Burton (Hon).
SR: 1. Darrell Bell (Hon); 2. Vicki Reynolds (Yam); 3. Stuart English (Hon); 4. Junior Bryant (Yam); 5. Steve Genter (Hon).
S/SR: 1. Ed Donaldson (KX); 2. Mike LoPiccolo (Hon); 3. Marc Minor (Suz); 4. Darrell Hilliard; 5. Mike Cotten.
250 AM: 1. Brad Proctor (Yam); 2. Jimmy Johnson (Hon); 3. Chad Lough (Suz); 4. Steve Thompson (Hon); 5. Steve Eberly (Yam).
OPEN AM: 1. Ricky Gardner (Hon); 2. Darrell Bell (Hon); 3. Scott Snellings (Hon); 4. Craig Walters (Hon); 5. Andy Williams.

PRO: 1. Kevin Walker (Yam); 2. Ricky Joyce (Hon); 3. Van Gibson (Yam); 4. Kirk Johnson (Yam); 5. Philip Sheets (Hon).

Surratt soars at Glen Helen MX

By David Procida

SAN BERNARDINO, CA, MAR. 20 Willie Surratt took the overall win today in the 250cc Pro class at Glen Helen Raceway, but had to work for it as a determined Kenny Zahrt kept him honest.

Zahrt pulled the holeshot with Surratt, Bob Kline and Tim Telford close behind. Surratt immediately began pressuring Zahrt and the two riders began to pull away from the rest of the class. Surratt attempted to put a pass on Zahrt with every corner they entered with Zahrt holding him off successfully every-time. On the fourth lap Zahrt lost the front end of his Honda in a corner, fell over onto Surratt and both riders went down with Kline going to the outside and into the lead. Surratt was up quickly, restarted and in pursuit of the leader. Within two laps Surratt had caught and passed Kline for the lead and moto win with Kline taking second and Telford in third.

Moto two was a runaway for Surratt with Zahrt running in second holding Kline at bay. The running order stayed intact the whole race and Surratt took the overall win with a perfect 1-1 score, while Kline went 2-3 for second place money. Zahrt rounded out the top three places with a 4-2 day.

In 250cc Intermediate action Bubba Erickson made an impressive showing by running away with both motos as Scott Murphy played bridesmaid.

In 125cc Intermediate action Dan Barnett but his FMF Suzuki into the winners circle by swapping moto wins with SCR/JT pilot Steve Phillips. Barnett made the second moto critical win his for the overall as PVK's Scott Strangio rounded out the top three slots.

A good showing of Open Intermediates made for some exciting action as George Andrews took the overall with a 1-3 day. Ron Gilbert placed second with a 3-2 score and Tom Webb received third after taking a second moto win.

Lori Hedstrom, riding her pink framed/red engined Mission Yamaha YZ250, dominated the Women's Intermediate class while Jeanette Howell and Valerie Roberts duelled for the Women's Novice class win. Roberts got the drop on Howell on the opening lap of the first moto and held her off for seven of the race's eight laps before being passed a few corners from the checkered flag. In

motor two Roberts pulled a giant wheelstand, allowing a hard charging Howell to take the Novice win via a 1-1 score.

Results
WMN NOV: 1. Jeanette Howell; 2. Valerie Roberts.
WMN INT: 1. Lori Hedstrom.
MINI BEG: 1. Jason DePatto; 2. Don Smith; 3. Sean Matheis.
MINI NOV: 1. Joe DePatto; 2. Terry Parsons; 3. Shawn McIntosh.
MINI INT: 1. Eric Chavira; 2. Colin Coeto; 3. Jesse Jamis.
125 BEG: 1. Todd Davis; 2. Alex Baca; 3. Trevor Barker.
250 BEG: 1. C.R. Brunson; 2. Scott Adams; 3. David Haney.
500 BEG: 1. Jack Lavaneil; 2. Kelly Nagil; 3. Tim Ericson.
VET NOV: 1. Kent Reed; 2. W.J. Bradbury; 3. Brian Curry.
VET INT: 1. Brad Williams; 2. Frank Mieray; 3. Charlie Strong.
VET EX: 1. Ken Ratzloff.
125 NOV: 1. Tiger Garcia; 2. Greg Rosati; 3. Ray McIntosh.
250 NOV: 1. Karl Allen; 2. Chuck Gunter; 3. Ken Gray.
500 NOV: 1. Greg Atkinson; 2. Karl Allen; 3. Jack Kell Jr.
125 INT: 1. Dan Barnett; 2. Steve Phillips; 3. Scott Stangio.
250 INT: 1. Bubba Erickson; 2. Scott Murphy.
500 INT: 1. George Andrews; 2. Ron Gilbert; 3. Tom Webb.
250 PRO: 1. Willie Surratt; 2. Bob Kline; 3. Ken Zahrt.

Black bombs Pearsonville MX

By Brian Dettling

PEARSONVILLE, CA, MAR. 13
Graziano's Pizza rider Jeff Black took the 250cc Pro win with a perfect score at Pearsonville. Black ran away with the lead in the first moto and was never seen again while Tim Winslow inherited second after Brian Vargus bailed off a jump. The second moto was a repeat for Black and Vargus hung on to take second overall from Winslow.

In 250cc Junior action Chris McCauley put some slick moves on Bob Johnson, Mike Romp and Danny Reider to take the first moto win. In the second moto McCauley got an excellent start to lead the race wire-to-wire without any real threats to contend with. Sean Bradley pressured constantly until he fell, then got up quickly and closed the gap on McCauley near the end of the moto. Romp put together some high finishes to take second overall and Johnson filled out the top three.

Nick Young took the lead at the beginning of the first 125cc Intermediate moto but faded back after falling. David Alford got by and took the win.

Young got the holeshot again in the second moto while Alford had a setback in the first turn. Alford got on the gas and started passing riders, and after some aggressive dicing with Matt Winkel found himself breathing down Young's neck. Young felt the pressure as the two riders quickly left the rest of the pack behind. After some intense moments Young stayed ahead to take the checkered flag first. Alford put his 1-2 finishes together to take first overall with Young grabbing second.

In 500cc racing, Ron Lewis showed everyone the fast way around the course and took the 500cc Intermediate win, while Junior rider Jim Fowler used good starts to take first in that class as Micah Myers and Randy Winslow battled for second and third. Robin Young grabbed the Beginner win.

Results
60: 1. Arlen Wyrick.
80: 1. Jeremiah Coey; 2. Seth Podell; 3. Hunter Hunholt.
125 BEG: 1. Garett Anderson.
125 JR: 1. Matt Winkel; 2. Joe Ohara.
125 INT: 1. David Alford; 2. Nick Young.
250 BEG: 1. Don Cook.
250 JR: 1. Chris McCauley; 2. Mike Romp; 3. Bob Johnson.
250 INT: 1. Sean Bradley.
500 BEG: 1. Robin Young.
500 JR: 1. Jim Fowler; 2. Micah Myers; 3. Randy Winslow.
VET JR: 1. Robert Ringo.
VET INT: 1. Bruce Jones.
PRO: 1. Jeff Black; 2. Brian Vargus; 3. Tim Winslow.

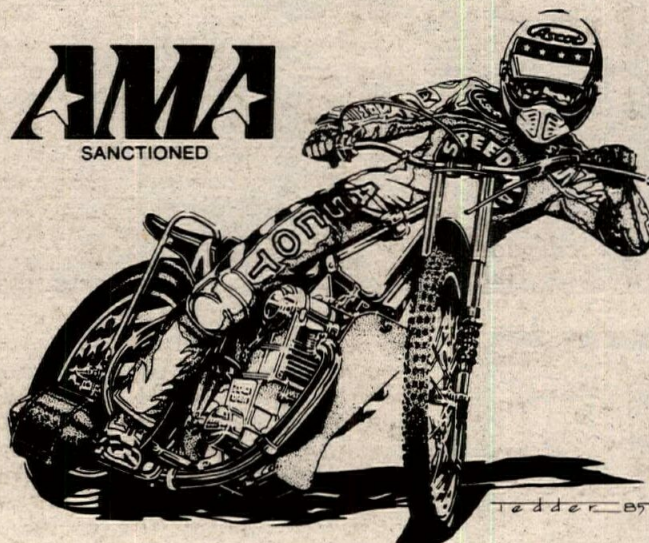
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Laguna Mecca

By William Edgar

Sometimes you gotta do it your way, and say the hell with everything else. This kind of subjective slant usually starts heating up a month before an event. As the weeks shrink

to days, your inner fires begin burning out of control. You catch yourself reading the weather page, buying road accessories on lunch-break. You're still in the garage after midnight fixin'

and a-cleanin' and — well, there's just no rational end to it. Getting ready for a motorcycle weekend, that is. Getting ready to go see The Races!

The call this time is not AMA National action, seductive enough in its own right. Instead, it's "The

Biggie" — FIM (Federation Internationale Motocycliste) World Championship Road Racing Series stuff! Both 250cc and 500cc! The United States Grand Prix! Run in this country for the first time in more than two decades, at the road racer thrill course that starts where much of this land's best public pavement ends. Laguna Seca Raceway outside Monterey, California. Come one! Come all! Make the pilgrimage now! I call it *Laguna Mecca*.

Let's say it's been nine long months since you were here for last July's AMA National double-double feature that Shobert and Kocinski and Polen and Lucchinelli took home in cash. You loved it, right? And if you're like me you got to Laguna on something featuring one-wheel-drive. My ticket to ride was a brand new Ducati Paso. Hooking up with a Hurricane and Ninja, couple of tuned Beemers, a GSXR750, another (tricked) Paso, we got a Friday early start out of Los Angeles and 30 miles into back roads before our first stop. Unscheduled. One of our BMWers overcooked a tricky left-hander and stood it up, ate a culvert, fracturing a leg and his back. Bearing nasty ground scars, his helmet obviously saved his head. It was the kind of mortal omen that irons everyone's leathers. We tailed his ambulance to the local emergency body shop, sticking around through X-rays and a doctor's disdainful looks. It was traumatic. Unerasable. One great line came out of it, though. While our Beemer pal was still writhing in pain back there in the dirt, a paramedic knelt to ask him if he had any specific diseases. "Yeah," mourned our humiliated victim, "I'm an asshole!" Swear to God.

Laguna Mecca! The Big Sur California Coast was our approach, and we rode it with that get-off quip in mind. Passing distant Hearst Castle, a red-tailed hawk flew from a fence and beat north along the shore, our highway chasing its flight. Highway One. Then came those breathtaking bursts, the good-times rock-&-roll of the coast road. And fleet glimpses frozen like dollar post cards — a lone horse galloping, cows grazing high on a tree-studded hillside. A great big sign saying *CURVES NEXT* 63

MILES. Pure verse for the rider! But take heed. There are places where the flat Pacific is a thousand feet down past sweet succulents and sheer fall, and you wick your scoot accordingly. Going north isn't so bad, you're on the feel-safe mountain side. Headed south it's Drop Off City with no return. Either way, you can round a bend and find a multi-wheeler coming, some ape at the helm sucking a can. It's your competition up there — The Enemy. *Road Warrior Revisited!*

But more than one path leadeth to Mecca. Inland to the east, up and over this voluptuous coast range, Jolon Road is impulsive and linear and whatever you make of it, though be mindful of the eye in the sky. And there's 198 and Indian Canyon, or across the Temblor Valley on a Dual-Purpose, the terrain a riding buddy, Rich Eichner, loves, and who swears "real motorcycle roads have no lines at all." And further north, alluring Arroyo Seco — and that 10-on-a-10 asphalt snake pursuing Carmel Valley. Or, coming down from San Francisco, the Bay Area's best exits: Skyline past Alice's Restaurant, and Route 1. Then! Just over the lovely peninsula hills, between Monterey and Salinas off Highway 68 — Laguna Seca!

First time I laid eyes on the place was in another life, three decades ago (Sunday, November 10, 1957) a kid come to watch sports cars dice on a brand new track, the same racing year Hero Joe Leonard on his Harley-Davidson swept Daytona, Laconia, San Jose and Springfield. At virgin Laguna Seca, 60,000 curious first-timers showed up that day to watch what they called "The Del Monte Trophy Race" — and on the pole in a growling three-liter Maserati roadster my father fielded was young and restless Carroll Shelby. My memory of Shel back then is black-&-white, like fanning old photo album pages. In his trademark overalls he was potent and defiant, and he flat ruined his tires trying to straighten the Corkscrew, finishing fourth behind Paul O'Shea's open-cockpit Mercedes 300SLR. A gentleman named Pete Lovely won that inaugural 53 laps driving one of the earliest Testa Rossa Ferraris. What outstanding theater it was! Instantly! Penske raced here. So did the great Phil Hill and Dan Gurney. In the glory days of original Can-Am, Peter Revson and Jackie Stewart drove a smoking duel to a finish still argued. And when motorcycles finally arrived in 1972, Cal Rayborn on his Harley was Laguna Seca's first bike victor. Gary Nixon piloting a Kawasaki won the year after. It was the perfect venue for a torrid new brand of motorcycle road racing. And with as much impact on his sport as Arnold Palmer and Muhammad Ali had on theirs, Kenny Roberts hung his fanny off his Yamaha and won three Laguna years straight — seven times altogether. "King Kenny" and the annual summer road racing show became a *must* for thousands of ride-in fans of Laguna's new combat. Some hack with a nose for wonder blurbed, "Not since Napoleonic warfare has the battlefield so emotionally occupied everyone present."

Laguna Mecca! Born a non-profit, mostly volunteer organization with donations aimed at Monterey Peninsula charities, The Laguna Legend got wings. Driving seminars took off. Superbike school reincarnated already-keen street riders as K.R. and R.M. quasi-clones. And on the flip side of this Laguna-Bike-O-Rama, Indy Car racing collects big bucks for SCRAM (Sports Car Racing Association of the Monterey Peninsula), the area's charity funder that

operates the track. Bobby Rahal whipped his four-wheel turbo through four serial wins, ultimately beating Kenny's two-wheeler triple. Paul Newman made the scene. Tires got tested. Records fell. Porsche unwrapped its megatech Indianapolis threat here. Vintage racers — motorcycles and cars alike! — buzzed these oak-tree hills like grounded dogfighters. And the Pope's holy visit last September gave Laguna Seca Raceway its parchment page in history.

And now! Ladies and Gentlemen! Brothers and Sisters! Riders and Drivers and How-Ever you got Here! I give you The Greatest Single Living Show in the Wide Wide World of Motorcycle Road Racing! The One and Only! The United States Grand Prix! Let's hear it from Ev-er-y-Bod-y! All At Once Now! Yeeeeeeeeeeeeeeeeeeahhhhhhhhhh! Coming off the Pacific Coast Roller Coasters, out of Twisty Carmel Valley, over from Ol' Superslab — when you ride into Monterey, first thing you might spot, aside from swarms of motorcycles, is the perfect car for the proper local lady or gent. It's unanimously an elder Jaguar restored but not show-perfect, rag top down, driver in silk scarf or tweed cap. And you might ride your bike around a bit, by millionaire cliff-side villas south of town, run down to Big Sur and back, or past those vacation-&-retirement villages with their golfer condos, ersatz creeks, and lighted tennis courts by the acre. Or you can just gaze at the lens poets' favorite cypress trees, fantastic as a Van Gogh canvas, the afternoon's last hard light cast low on the wide Pacific beyond. Or take in the all-local shore and sea life Aquarium. And when dark and cold end the riding day, flashbikes gather like brand new rock bands. Fremont and Abrego's 76 Station can get better than any Motorcycle Show.

Laguna Mecca! The concept encompasses the whole area, the whole weekend. Over *Gastronomical Experiences* at Hammerheads, The Clock's outtasight lemon soup, fresh local seafood on Fisherman's Wharf, maybe something in the eateries along Cannery Row — you and your motomates plan for tomorrow. It's a chilly early morning ride out to the track, possibly through fog, up and over the Monterey hills to where Laguna Seca Raceway rims a huge natural tub, ages past a lake full of water. And here it starts.

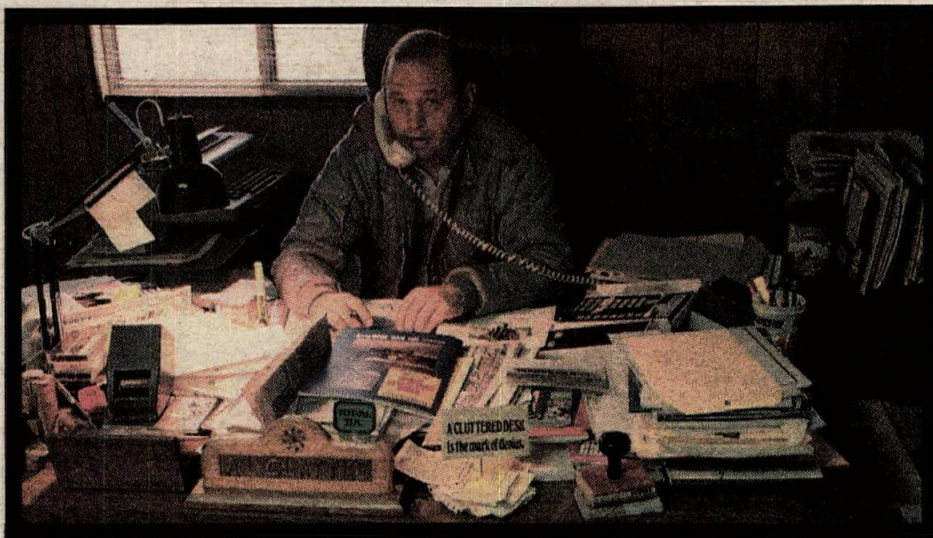
Right this way, Race Fans! We got yer New Loop View from on top a The Hill! Yer VIP Reserved Grandstand Seats! Yer Pit Tours! Yer Concessions and Sou-Vee-Nears! And the best Gaw-Dam Road Racers in the En-Tire World!

Now, leaf through the calendar. In a quiet, functionally cluttered infield

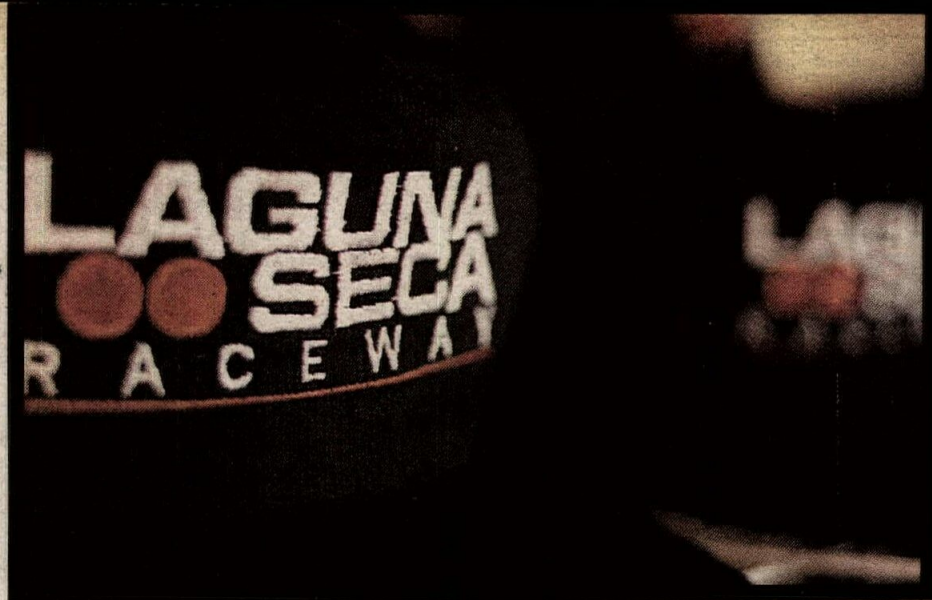
office, only three months ago, the barker's spiel is still but a perception. "We're actually easing off the amount of racing that we're trying to cram into a weekend," says Art Glatke, quarterback of SCRAMP's paid starting lineup, the rest of the team being volunteer area business folk. Art played football growing up in Ohio, and he has that Buckeye's bent to say only what's necessary to make his point. "We think the fans enjoy not less racing, per se, but they enjoy *quality* racing that's put on in a reasonable span of time. It's kind of like going to a concert." Concert?! Yeah, Art's right! You see, Glatke has been around since British Twins ruled, and he knows precisely what the motorcycle racing scene was, is, and will be. And you can truly envy Art his job because, beneath all those man-eating hours and anxiety of the game, it comes down to his daily living and breathing Road Racing from the inside track. A lucky man, this Art. He's got his pit pass on file.

"Lee Moselle," Glatke says, referring to SCRAMP's Executive Director, "made a promise 10 years ago to Kenny to run an international or GP here." And this is it. Forever a Laguna Seca supporter, Roberts got exactly what was promised.

White-haired and tanned, with a deep and emphatic voice, Lee



Moselle is an entertainment business attorney who mastered in Hollywood. Then brought his talent successfully to racing, first to Sears Point and, almost 10 years ago, to Laguna Seca's SCRAMP and its operational partner, the Monterey County Parks Department. Moselle and I conversed in his office the other day, while secretaries took USGP ticket orders rapid-fire by phone. Their talk made it sound like the whole world was coming. I finally had to go and close his door. Lee smiled, obviously proud of the hit they've got. "The park and the County," he went on about Laguna's history, "gave us permission to put



on billboards, which I wanted to do to make it look like a track. I brought in the Jim Russell School, and we expanded on the testing and commercials, club rentals, riding seminars, et cetera, so that the track became a facility that was utilized pretty much to the full." And, reasoned I, enhanced and perpetuated Laguna Seca's image.

You see, Moselle is a firm believer in *Image*; specifically, that Holly-

wood invention called *The Star System*. "That's why when I first came here I looked for people like Kenny Roberts, Randy Mamola, Mike Baldwin, Freddie Spencer." I could tell Lee Moselle enjoys saying these names, because he gave them that same vocal nuance you hear in the mention of, say, Michael Douglas, Mel Gibson, Tom Selleck, Burt Reynolds. "If you're running a track like Laguna Seca," Moselle says, "you're in show business."

And to be in Show Biz, you've got to get *seen*. Precisely what Laguna Seca has planned for its first motorcycle U.S. Grand Prix. Tony Andrea of People and Properties, Inc., the Connecticut-based sports marketing and TV packaging firm, flew out and met with Moselle last October and, said Tony on the phone last week, "We structured a deal whereby we would guarantee to bring network television to the event. And we would sell the sponsorship for television and package it for television, both in the United States and internationally. And that's what we've done."

Network telecast (Laguna Seca's first) of the Yamaha-&-Honda-sponsored 500cc race will air a week delayed as a dedicated one-hour NBC Sports World Special on April 17 (3:00 p.m. Eastern Time), under the baton of fellow street-&-dirt rider and Supercross TV director, Mark Gleckl. NBC's motorsport guru Jay Hansen will produce the show for Executive Producer Scotty Connal of New York's Sports Entertainment

Group. The same staff will put together the telecast of the Shoei Helmets-sponsored 250cc GP, due as a one-hour special on ESPN April 23 (6:00 p.m. Eastern Time). Program commercials are by Anheuser-Busch, Dunlop, Honda, Nissan, Shoei, Yamaha, and two more "yet to be announced." Broadcast talent for NBC is the Silverstone alumni team of Gary Gerould, Ian Norris and Sally Larvick. Bruce Flanders and Denis Torres will do the expert talking for ESPN. Says Scotty Connal, "Hopefully we will have the 500cc GP on the uplink on a bird, a satellite, going to the countries in Europe that want to take it live." Predicts Tony Andres, "The worldwide audience for this show is going to be *huge*!" But more on these television productions and how they get made in *Cycle News* due on the street April 13. No matter how you gas it, optimum for this Laguna Seca GP Supershow is to be there *in person*. And watch the TV delays for the camera-eye and commentary version — and say, "I was *there*!"

Laguna Mecca! In his office (remember, just three months ago!) Art Glatke goes on, listing what it's taking to get everything in shape for the Grand Prix, while through dusty windows the dozer-&-grader-&-earth-hauler guys are off the feedbag and back to work, trying to catch up on downtime due to calamitous December rains. To make Laguna Seca FIM-legal for World Championship motorcycle racing, as everyone knows by now, the course had to be pulled out from its original 1.9 miles to 2.2 miles, resulting in the swoopy new Infield Loop. And an expenditure of roughly \$1.2 million dollars of sponsorship (the accent on Yamaha and Honda, among others) money.

For those who haven't already committed Laguna Seca's "old course" to memory, the track sorta traces the outline of a full-face helmet with its shield gone, pointed left. Start-Finish down at the bottom. Where the back of your neck would be — that's where the New Loop is. "We're coming off past Turn One," says Glatke, using his hands like an aircraft pilot, which he is, "and as you crest the hill, the riders will have a chance to have their chassis reset at speed, so they can come off of the original track at rider's left." That's where the bulldozers outside were scooping up what used to be a hunk of infield parking. "So we're going down to Turn Two, and coming back on ourselves, coming over toward the Paddock, going into a fairly high-speed right-hand sweeper." Yeah, O.K. I'm trying to visualize it all, pretending I'm Randy riding Kenny's dream, Art narrating my mind movies.

"We've built a berm across the lake



ing sweeper on the other side of the lake that will point the track toward the old Turn Three. And we will, in fact, rejoin the former circuit at the apex of the original Three." Which is now Five. Yeah! I can feel it! A race course changing shape is like buying a new bike — the hands-on thrill of discovering differences. Like an added number of gear changes now. And more hard braking. More wheel spin and wheelies. More time per lap on the stop watch. And be sure to bring one, and binoculars if you have 'em, and a long lens camera, too. Because with the new course changes, spectating here is better than ever. And that's it. New Laguna!

Now I'm thinking — Hey! — the 44 250cc and 500cc riders due here for this revamped USGP 11-turn circuit will have to carry multi-linger maps just to get around it! But standing on a hill, surveying The Loop, it's all pure beauty and logic. The Grown-up Laguna Seca! A track that has entered the era of Multifaceted World Racing. Art confirms this international vision of Moselle, himself, and SCRAMPS President Ed Wagner, among others. "That's a keynote to our thinking and directions — items that we're exploring, concepts that we're considering, when it comes to the types of events that will be held here." Does this mean Formula One cars as well as our World Championship F-1 and F-2 bikes? Could very well be. Moselle thinks it's destined. But first the race course pavement would have to be broadened to 40 feet *all the way around*. Whoa! Glatke, however, says this can be done. The room is there and technology says Go. Shutting the place down is the problem. "We could have this track rented 365 days a year," says Art, smiling now. Also — minor detail! — Laguna Seca would have to find the construction price. "All it takes is money," Glatke says, laughing, knowing more than he'll say, I'm sure. "You can do anything with cubic dollars. Right?"

La-Gu-Na! La-Gu-Na! La-Gu-Na Seca!

But wait! There are still some lingering topics to consider. Such as — the trouble some road racers have had between what used to be downhill Turns Seven and Eight (now called Nine and 10) where suspension mashing and front weenie washout have been pretty common. And brutal. Last July I saw a rider get off there so hard he looked like he'd fallen from a plane. I asked Art about these ornery undulations. "There's a slight irregularity in the track," said he, "but at this point in time we haven't been asked to do anything with it. In fact, Kenny Roberts, who is usually one of the most vocal about track safety, doesn't see that as a safety problem. He knows that there are some ripples there, and they do compress suspension, and they do effect the handling of the bike. Some people have tossed it away. Even Eddie Lawson has tossed it away up there, but he's tossed it away for reasons that were not really the fault of the track, or even a condition that exists up there." At the moment I am privately citing this among several other alibis as to why I chose *not* to become a racer. Art's analysis is downright realistic, though. Traffic in such a spot can be a bitch. Which way would you go?

"That's a judgment call that the rider has to make at the time he has to make it," says Glatke in an absolutely level No-BS tone. "And he only has a split-second to do it. And he's either right or wrong. If

he's in the bales. It's a matter of handling traffic," he says, looking straight at me. I understand, immediately. Nobody ever promised motorcycle road racing was easy or that you weren't going to get bit from time to time. To say it's the price you pay is to over-simplify it. To expect it will happen is your hedge against ambush. For the racer, the ride is the event, and pretty much damn the downside.

Laguna Mecca! Perhaps one of the slowest and most cautious rides at this track drew, ironically, one of the Raceway's largest crowd ever — when Pope John Paul II arrived here on September 17, 1987. The Pontiff had been scheduled to fly in from Monterey Airport aboard a special helicopter, after Carmel Mayor Clint Eastwood met "Shepherd One." But



peninsula fog was astir that day, and the Pope came by motorcade. As did some 72,000 devotees, in droves of charter buses that were supposed to shuttle in an expected 100,000. But Murphy's Law ruptured those projections. "A pretty good draw —" Glatke said, anyway — "right in there with one of Kenny Roberts' retirement races here." The mid-morning September sun burned away the ground clouds, and the Papal visit was a time to remember. "There wasn't anyone," Glatke recalled, "whether you're Catholic or not, who was here that didn't really feel the presence of the man, and what he stands for. Whether or not you agree with that particular religion doesn't have anything to do with it."

Racing, like religion — if that risky simile dare be made — matures with the person. When I wanted to know more about Laguna Seca's Glatke, Art openly told me. And I smiled, recalling my own good times, and those of others, coming of age with quick motorcycles. His first was a belt-drive Simplex, a marvel to behold for anyone 11. It fed his tinkerer's need to wrench, and to ride. After that came a 125cc Harley-Davidson with a milled head that young Art had to flycut so the slug wouldn't hit. He said he made his own fuel out of high test and alcohol "and finally got it jetted so we didn't burn pistons." After a while the little Harley got fitted with a giant-by-comparison 250cc Villers competition motor, and some real fun started. Racing! Art graduated to a Triumph Tiger Cub. Then a 650 Bonneville, and, with it, Glatke set his local Ohio drag strip record, a mark that stands invincible to this day — that strip was plowed under and its speed performances carved in stone. And then came Art's street bikes, that usual string of hits and misses we all go through, leading us riders along from elation through acceptance to ultimate rejection. And finding something else, if not new, then at least provocative. Glatke's last and most revered was a BSA Super Rocket with seven-and-a-half gallon road tank. And there were miles and days and years that will never be bettered.

Laguna Mecca! It's overtaking my brain now; I've even started planning meals! If you want to eat at the track here, just bring cash and your own

going in the background, there's a phone voice who answers to Joe Williamson. Joe's immediate excursion into enumerating food bulk and weight tells me he loves the art of mass eating. In fact, he's been feeding this raceway through concessions for five years now, with SCRAMPS's 50 some odd charities benefiting. Joe says they're having more food for this event than any before. And when he lists the menu, he vocally garnishes each item with personal affection — barbecued chicken, pizza, veal-burgers, local calamari, nachos, hot dogs, hamburgers, eggs for breakfast, sweet rolls, beer, wine coolers, soft drinks, coffee, and the best damn ice cream you've ever lusted after. Because Laguna Seca is a Feast! Of not only race action and foods, but of things. Everything! Just walk

through Merchandise Lane by Laguna's little infield lake. You've got the gamut from summer gloves to winter riding suits, from engine oil to bolt-ons, to some guy or gal who will take your order for a brand new bike. Or bikes. You name your own limits here.

Hur-Ray! Hur-Ray! Hur-Ray! The days and hours rush by now. I'm already reading the weather section of the morning newspaper. I bought myself a new tank bag. Changed my oil. Threw an extra set of plugs into my tool kit. Checked my treads and dug my thumbnail once more into that sweet new rubber. And if you already have your room reservations, you're O.K. And if you've put it off — it's still not too late. There are places to call that might find you a bed. Try Monterey Peninsula Reservations at 800/822-8822. Or a service called Resort To Me 408/646-9250. Or another called Room Finders 408/624-1711. And if you're planning on staying at Laguna Seca's trackside camping, remember it's first come first serve. Fifteen dollars a night for motorcycles. Twenty-five dollars a night for anything with four wheels or more. Gates open at 7:00 a.m.

And when you get there, what happens? Thursday, April 7, is untimed practice for 250cc and 500cc classes starting at 9:00 o'clock and going to 5:45. Friday, beginning at 9:00 again, timed practice for both formulas, until 3:30. Saturday qualifying sessions begin at 9:00, and all bikes have to be off the track at 3:30. Sunday, April 10, is Grand Prix Day, 1988's second round of the World Championship Series. Pre-race untimed practice for 250cc bikes is at 9:30. The 500cc riders run their last shakedown at 10:00. The 32-lap 70-mile 250cc GP starts at 12:30. And at 2:00 in the afternoon, going for 40 race laps (88 miles), is the 500cc Grand Prix.

The race itself becomes a fusion of our own ideals and dreams. What we might have been, had we dared to do it ourselves with the dedication and success of these world class road racers. Watching from the sidelines, the incredible becomes commonplace, and when a rider somehow fails to make that expected lap time or grab the checkered at the end, we retreat from our projection and look for other riders through whom to mirror our glory image. In this sense

brilliance together, being as hard on the other guys as we are on ourselves.

There are so many reasons why so many people go to these races, why they make this journey. I have seen the young riders arrive on their race-replicas, here to learn and to emanate. And, for the beauty of display, the CBX club men and women aboard their shiny six-cylinder classics. And a whole set of people on those generic transportation bikes, curious watchers who peer in from the edge of our sport. And the weekend campers and perpetual race fans who don't even ride, but who still involve themselves in the fantasy of it. And the rakish customs and American steel that give their riders the gift of power. And those big luxu dressers, in solos and color-coordinated duets! How grand to travel great distances this way! And then I see myself in my own group, riders who have given up feeling any great emotion for cars anymore, and, instead, have transferred their passion for sport and the road to a motorcycle. And then soaking in that strength a well done bike ride will give.

When we watch the races at Laguna Seca, those riders are us, doing what we can't do, or wouldn't do. And our admiration is satisfying. It feeds so well our self-esteem, and we in a sense become part of the riders we respect most. When we do something extraordinarily well, then we whisper to our innermost ear that, yes, it was like so-and-so and the way he did it. For a moment, perhaps, I was him, as good as him, as mortal and at the same time as invincible. I had for an instant the control and the talent to make the true magic happen.

Whenever I'm at Laguna Seca, I always look back at that first race there so many years ago, to when Shelby was driving the tires right off that Maserati. And later, to when Kenny was riding like no one else. And when Randy came along to challenge him, and to win, the two of them in wheelies together through the checkered flag. And I say, this is in the bloodstream here. This is family. To associate with a place like this, and to always keep coming back, always, making the pilgrimage over and over.

When it comes time to head home, those inner fires flare up again. To be on the road! To be yourself in command once more, listening to the harmonizing engines of three or four bikes in formation, like fighters in the sky. This will have been good for us. We will have put forth our own vulnerable snouts in the wind and done it well. We will have ridden with style and with preservation and survived once more.

Laguna Mecca! The GP riders have already run their season opener at Suzuka, Japan, and now they're winging this way — from across the Pacific to this California Shore. And way below, down there on the Monterey Peninsula, waits that always-favorite track that has grown a couple of more turns, and can hold its own now with the finest road race courses in the world. I don't know about you, but I want to be first in line when the gates open. I want to hear those two-stroke engines scream up and down the hills, and watch those international stars fanny-&-knee it through the New Loop and Old Corkscrew. I want to be there when their tires begin to drift and their fronts start coming up off the track.

I want to — Hell! And damn everything else! — I'm ready to head right now for Laguna Mecca Seca.

"I love to race"

By Henny Ray Abrams

Team Marlboro Yamaha's Eddie Lawson is one of the more reserved competitors on the Grand Prix road race circuit. A two-time 500cc World Champion, the Upland,

California, resident doesn't go out of his way to seek publicity, preferring instead to let his performance on the track speak for itself. A disappointing third place finish in the 500cc point standings last year didn't sit well with the former champ. Changes in the Marlboro Yamaha camp, including a new teammate for Lawson — Belgian Didier de Radigues replacing Brit Rob McElnea, a new YZR, and less machinery for crew chief Kel Carruthers to tend to, were made in the off-season. In the interview which follows, Lawson talks about those changes and more.

Let's talk about the difference between the 1987 and 1988 Yamaha YZR500s. We heard a lot about front end problems last year. Was that over-emphasized or was it a serious problem?

It wasn't a serious problem. It was there and hopefully with the new changes to the frame it's gone. It's hard to tell until you have a full load of fuel which we haven't really tried. That's yet to be seen if it's fixed or not, but I would think that it is.

Can you tell us exactly what they changed on the chassis?

I'm not 100% sure what they did. I know that it seems to steer a little bit quicker and that's what I asked them to do. And that's what they did and I'm real happy with it, with the way it handles.

What exactly was the problem last year?

It was just basically, a little heavy to steer, back and forth. And it would kind of wear you out. And it was difficult to stay on line and change direction as fast as the other guys. So hopefully, we've gotten that taken care of now.

And you said that sometimes you could ease up at the end of the race after you'd use some fuel.

Yeah, that seemed to help.

You say that this one steers a little better?

Yeah, I think it gets back and forth a little easier than last year's.

And is it as stable as last year's?

It's not quite as stable; you know you have to sacrifice something. But we were so stable last year that I think we could sacrifice a little of that.

Looking over the upcoming season will you see more tracks where you need to get back and forth?

It's unfortunate, but most race tracks are going to real tight — chicanes — slowing the race tracks down where it's stop and go. It's a shame that they're doing it that way, but I guess that it's cost effective. But, yeah, I think the bike will work quite a bit better.

And the other problem you had last year was acceleration — getting out of the corners.

I think that possibly it might be a little bit different than last year. I couldn't feel it. But they're saying that the bike does accelerate... they're saying that it has a little more power on the dyno anyway. And our top speed is up somewhat so I think the

power... I'm hoping it will be better, but we won't know until we get out there.

We've heard that Didier (de Radigues, Lawson's new Marlboro Team Agostini teammate) went 303 kph at a Yamaha test in Sugo. That sounds like it should be fast enough.

Well, it's hard to say. Yamaha's test course is a lot different than anywhere else. When you're riding against a bunch of Yamahas you really don't know what you're up against. I'm hoping for the best and I think the bike is definitely better than last year's so it just depends on what they (Honda) come up with.

How did your tire testing go?

Real well. Michelin's been working real, real hard. I don't see that being a problem this year at all. The tire situation will be real good. We were in good shape last year except for the wet and they've made improvements on those, too.

With the bikes getting so fast and the tires sticking do you find that the frame sometimes flexes from the tires sticking too well in the corners?

Not right now. The tires have caught up and the tires work really well, but still when you're riding them real hard they do go off and you can still slide them. You have that control there. I don't feel the bike is too fast right now.

So you think that with the way the machines are developing it penalizes riders who rely more on finesse, such as yourself, than someone like Gardner who uses more brute strength? Does that make sense?

Yes, somewhat. The bikes are really physically demanding now and you have to be in real good shape to ride them. That's for sure. Still, the finesse has to be there and Wayne was smooth, but he was just real aggressive and it was a good combination. But of course he fell down more times than I did. So I don't know if that means anything. I fell down once in the rain. It could catch up with you, but it didn't for him last year and he did real well. So, who's to say which is better. But I'm thinking that maybe being aggressive possibly, eventually will catch up with you. I don't know.

And riding aggressively like that would inevitably shorten your career.

It would me. I enjoy my riding. I don't ride over my head and I feel real comfortable with where I'm at. I don't know, people say I'm not even trying. But I can assure you that I'm trying, but I just don't like riding over my head and I've told you that many times. That's where I ride and I think that I could do that for many more years. At least I hope I can.

Do you think that having two less riders on the team this year (one less 250, one less 500) will affect the amount of preparation that goes into your machines or is your operation separate?

It really doesn't matter to me who's on the team or who's not on the team. I go out and do my own thing and, of course, all the bikes, if we had one or we had 50, they would all be the same. It's just whether we have the

people to do it or not. I would think that with just two 500s there will be a little bit more time for us and I'm hoping that it'll work out better. But I don't really see it being any different than last year. Our team is a really strong team and, to be honest with you, I'm really kind of proud to be a part of it. Because I think that I've helped make it what it is and I know that Kel (Carruthers) and all my mechanics have helped, have definitely made it what it is. It's truly a team effort and it's one that all the teams in the paddock have to look up to regardless of winning or not winning. We're the elite team and it's nice to be a part of that.

It seems that there will be more Yamahas out there, but in fact, there will be the same number as last year. And that really doesn't affect you at all, does it?

It doesn't matter who's riding Yamahas or not because I ride my own speed, my own pace and I do what I do and it doesn't affect me who's riding them or not. I have to deal with the fastest guy and that's it.

And that will most likely, at least for the beginning part of the season, be Gardner.

Whoever it is I have to go after him. I hope it's me.



Last year it was basically you, Randy, and Wayne. Do you see anyone emerging from among the newer riders?

That's a tough question. I think we just have to wait and see what happens. I'm not making any predictions because I've been known to stick my foot in my mouth and I think the best thing to do is say there are going to be 10 for sure that are going to be riding real hard in the beginning and then it will all get sorted out. But, you know the first two or three GPs are going to be real tough because everyone's excited because they're on new equipment and new teams and they think they've got a shot at it and they put it on maniac and you've got to race with them.

It seemed that at times last year you would allow yourself to get discouraged that the Hondas were so good and that you couldn't, yourself, fix the situation as quickly as you would have liked. Is there any way you can avoid doing that again?

Well, I was discouraged, but I always kept trying. But what can you do? It's just a situation you get in and there's really nothing you can do about it and it's frustrating, but never once did I give up. So that's what I would do again, regardless. You keep plugging away because you know finishing 21 points back and not finishing three races, I think was quite an accomplishment for the whole team. I would look at next season the same way. If we're down we'll just keep plugging away because you can win the championship regardless.

There seems to be a consensus of opinion that your best race, in fact maybe the best race anyone rode all year, was your last race of the year in Argentina. Do you think that's true and if you think so, why?

I wanted number two anyway and there was a lot of pressure on and there was a lot of confusion at that last race and a lot of things were said and it upset me and maybe I rode a little harder because of it. I don't like to think I let my emotions override my talent, because that's a good way to get in trouble, but I did put the extra effort in, I guess, and it worked out.

Are you 100-percent physically?

Yeah, I've been training real hard and feel real good.

What about the incident you had testing at the Michelin track in France?

I dislocated my shoulder. It momentarily popped out for a second then right back in. It was just a lot of discomfort for a few days, but I didn't fall off or anything.

In the first race last year in rain at Suzuka the tire choice was wrong and you chose to pull in. If that happened again you'd probably go back out, wouldn't you?

Well, I told Kel, I'm going to stay out until you tell me that there's absolutely no way I can get a point. And really we were so far down and then we had people at the end of the race going 'Well, I think you would have gotten a point if you would have stayed out there,' which, if you look at it, there was really no way. I was over half a lap down and to make up half a lap and then get into 10th place would have been really physically impossible. Kel did the right thing. I could have stayed out there and tried and, of course, I could've fallen down too. It was the right move.

If the same thing happened again I think we would have learned from our mistake and have the right tire choice this time. But if the same thing happened again we would do it the same way. The main thing is you learn from your mistakes and we made one and, like I say, we learned from it and I certainly doubt if it will happen again.

Over the last five years you're easily the most consistent rider week-in, week-out. How do you maintain your enthusiasm considering all the travel and other distractions you have to put up with?

Things have actually gotten better over the years. There was a lot of friction on the team when I first came on with Ago and myself. That's all gone away and we actually get along real well. I come home more often now. Not that I don't like Europe, but I do like to get away from the racing for a week anyway and come home, relax, go out with my friends, my family. And then go back and I'm re-charged. I'm ready to go again. That keeps me going. And I still love racing. I love to race. That's still there and as long as that's there I'll keep doing it. But I certainly don't feel burned out at all. I love to do what I do.



Ty Davis (191) chases Mike Pascarella while on his way to the 125cc Pro win at the Western State Championships at Blythe Raceway.

Davis, Gonzalez top Blythe MX

By Ken Faught

BLYTHEN, CA, MAR. 19-20 Team Suzuki's Ty Davis and Team Green's Mercedes Gonzalez were top money winners in the inaugural Dobbs TV and Audio Western State Championships at Blythe Raceway. Davis topped both the 125 and 250cc Pro classes by winning every moto he entered, as did Gonzalez in the Women's Pro class.

At the start of the first 125cc Pro moto Phil Lawrence, riding in his first Pro race, holeshot Mike Pascarella, Paul Clach, Robert Naughton and Davis. On the first lap Pascarella worked his way around Lawrence and began to gain some breathing room. Davis rapidly cut through the pack and by the second lap was in third, looking for a way around Lawrence, who soon fell in the whoops. While Davis was advancing Mike Craig had moved into fifth after a 10th-place start.

Back up front Davis began to cut down Pascarella's lead and within a few laps the two riders began to bang bars. Pascarella swapped sideways off a jump and that was all the Suzuki pilot needed to take over the lead. Pascarella repassed, but once again Davis took the lead and slowly opened up a comfortable lead. Davis took the win and \$310, his share of the per moto payback, followed by Pascarella, Craig, Lawrence, and Vlach.

At the start of the second moto Lawrence again holeshot Jimmy Gaddis, Davis, Scott Brown, and Craig. Gaddis bobbled in the second corner and almost took out Craig as Brown slipped into third. On the third lap Brown crashed hard and dropped way back, which allowed Jeff Mabery to break into the top five. As the race continued Davis passed Lawrence and quickly pulled away. Lawrence soon fell back to fifth after being passed by Craig, Gaddis, and Mabery. Davis took the win and another \$310, followed by Craig, Gaddis, Mabery and Lawrence. Davis claimed the overall win ahead

of Craig, Lawrence, Gaddis, and Mabery.

At the start of the first Women's Pro race Jeannie Pruitt got the holeshot over Vicky Jackson, Tara Harrison, Sheryl Federow and Mercedes Gonzalez. Pruitt quickly dropped back to fourth and Federow soon dropped out of the top five when she lost the front end in a deep rut and took out Tami Rice. A few laps into the race Gonzalez worked her way past Harrison and by the halfway point had caught Jackson and began to look for a way into the lead. Gonzalez passed Jackson and then opened up a comfortable lead. When the checkered flag came out it was the current Women's National Champion Gonzalez taking the win followed by Jackson, Harrison, Pruitt, and Lisa Peterson.

Second moto action saw Jackson blast into the lead ahead of Pruitt, Rice, Peterson and Gonzalez. Gonzalez spent very little time working her way to the front and by the completion of the first lap had the lead. While Gonzalez was building up a comfortable lead, Harrison had worked her way into third with Rice close behind. With only a few laps remaining Rice fell back to seventh, moving Peterson into fourth ahead of Pruitt. As the race continued the riders started to spread themselves out and Gonzalez cruised to her second moto win followed by Jackson, Harrison, Peterson, and Pruitt. Gonzalez topped the field of 28 riders and gathered a nice chunk of the \$1000 purse. Jackson was second overall followed by Harrison, Peterson and Pruitt.

At the start of the first Mini Four-Stroke moto Sean Marlando holeshot Rodger Dogrell, Ron Wood, Jeff Neal and Todd Carroll. Wood quickly powered his ultra-trick Honda to the front of the pack to lead Marlando and Neal. On the second lap Carroll fell while negotiating a rutted turn and took out Kirk Puerner. As the race continued Wood built up more than 20 seconds over the field of modified XRs and cruised to an easy win followed by Marlando, Neal, Carroll and Dogrell.

PHOTOS BY KEN FAUGHT



Jimmy Button won the 125cc Stock Intermediate class.

Second moto action saw Wood holeshot Dogrell, Marlando, Neal and Carroll. Again Wood opened up a sizable lead during the initial few laps while Dogrell soon started to reel in Marlando and set the stage for an awesome battle. For several laps the two riders banged bars in every berm until Marlando was able to stuff Dogrell into a berm. The final few laps saw a duel to the death with both riders willing to do almost anything to take second. As the riders approached the checkered flag they banged bars several more times and nearly took each other out. However, at the checkers Marlando managed to hold off Dogrell for the runner-up position. Wood took the overall followed by Marlando, Neal, Dogrell, and Carroll.

Results

MINI 4-STRK: 1. Ron Wood (Hon); 2. Sean Marlando (Kaw); 3. Neal (Hon); 4. Roger Dogrell (Hon); 5. Todd Carroll (Hon).
125 PRO: 1. Ty Davis (Suz); 2. Michael Craig (Yam); 3. Phil Lawrence (Yam); 4. Jimmy Gaddis (Suz); 5. Jeff Mabery (Yam).
WMN PRO: 1. Mercedes Gonzalez (Kaw); 2. Vicky Jackson (Hon); 3. Tara Harrison (Kaw); 4. Lisa Peterson (Hon); 5. Jeannie Pruitt (Hon).
125 STK INT: 1. Jimmy Button (Hon); 2. Jeremy McGrath (Yam); 3. Duane Benner (Yam); 4. Paul Cortez (Hon); 5. Justin Souza (Yam).
80 STK INT: 1. Chris Kefalas (Hon); 2. Pat McMullen (Kaw); 3. David Pingree (Kaw); 4. Jacob Swain (Suz); 5. Steve Andrich (Kaw).
250 STK INT: 1. Jeremy McGrath (Yam); 2. Jim Hale (Suz); 3. Jon Levey (Suz); 4. David Bagwell (Hon); 5. Ranny McKee (Yam).
500 INT: 1. David Bagwell (Hon); 2. Jason Williams (Kaw); 3. Jason Benackia (Kaw); 4. Rick Hinchliff (Kaw); 5. Robert Lovas (Kaw).
VETS: 1. Terry Davis (Kaw); 2. Thomas Potts (Hon); 3. David Nichols (Kaw); 4. Tim Kennedy (Hon); 5. Dave Burns (Yam).
125 MOD INT: 1. Paul Cortez (Hon); 2. Jimmy Button (Hon); 3. Larry Lawrence (Yam); 4. Mike Chamberlain (Yam); 5. Mercedes Gonzalez (Kaw).
250 PRO: 1. Ty Davis (Suz); 2. Brian Pryor (Kaw); 3. Phil Lawrence (Yam); 4. Jeff Mabery (Yam); 5. Russ Wageman (Yam).
80 MOD INT: 1. Steve Andrich (Kaw); 2. Jacob Swain (Suz); 3. Josh Kutcha (Hon); 4. Pat McMullen (Kaw); 5. Mike Metzger (Suz).
250 MOD INT: 1. Larry Lawrence (Yam); 2. David Bagwell (Hon); 3. Jon Levey (Suz); 4. Jason Williams (Kaw); 5. Ed Heacock (Hon).
25-29 YR OLD: 1. Cass Morgan (Hon); 2. Steve Garrison (Hon); 3. Ricky Zeigler (Hon); 4. Ken Beauer; 5. Greg Groom (Suz).
125 STK NOV: 1. Jeff Griffin (Hon); 2. Peter Wickersham (Hon); 3. Darren Donaldson (Suz); 4. Ryan Carlisle (Kaw); 5. Mark Schriener (Hon).
125 BEG: 1. Gary Owens (Hon); 2. Jamie Knox (Yam); 3. Justin McMurrich (Cag); 4. Roger Dogrell (Kaw); 5. Luke Melsner (Suz).
60 OPEN: 1. Phil Richmond (Kaw); 2. Drai Nichols (Kaw); 3. B.J. Parrish (Hon); 4. Justin Crachy (Kaw); 5. Isaiah Swain (Kaw).
P/W: 1. Nick Beauer (Yam); 2. Jessie Baldwin (Yam).
250 MOD NOV: 1. Ryan Carlisle (Kaw); 2. Chuck Bagwell (Hon); 3. Kevin Geyer (Yam); 4. John Galea (Hon); 5. Jeff Moore (Hon).
80 BEG: 1. Ted Campbell (Hon); 2. Mike Ancheia (Kaw); 3. Mathew Rager; 4. Shawn Copeland (Suz).
250 MOD NOV: 1. Kevin Geyer (Yam); 2. Ryan Carlisle (Kaw); 3. Dannon Burg (Yam); 4. Chuck Bagwell (Hon); 5. John Carter (Kaw).

80 STK NOV: 1. Brian Teets (Kaw); 2. Sean Pagel (Suz); 3. Jack Cox (Kaw); 4. Tye King (Yam); 5. Steve Hengewald (Kaw).
125 MOD NOV: 1. Jeff Griffin (Hon); 2. Jeff Moore (Hon); 3. Tony Sulek (Kaw); 4. Shawn Cisco (Yam); 5. Alan Holcomb (Yam).
500 NOV: 1. Chuck Bagwell (Hon); 2. Dannon Burg (Hon); 3. Ken Beaver (Kaw); 4. Scott Shults (Kaw); 5. David Gold (Hon).
80 MOD NOV: 1. Sean Pagel (Suz); 2. Brian Teets (Kaw); 3. Tye King (Yam); 4. Jack Cox (Kaw); 5. Steve Hengewald (Kaw).

Ostbo on top at Horn Rapids HS

By E. Kinney

RICHLAND, WA, MAR. 6

Paul Ostbo was the overall winner at the first race of the Washington State Off-Road Motorcycle Championship Hare Scrambles Series at Horn Rapids ORV Park.

At the start Honda rider Dan Richardson gained the holeshot and halfway through the first lap Ostbo was pushing hard in second place. Twenty seconds later, Brent Richardson powered over the same terrain while Kawasaki ace John Nielson emerged as another frontrunner.

By lap three Ostbo, riding his new Honda 500 flawlessly, was out in front by two minutes and had a trouble free run. Mastering the shifting sand course, Ostbo won the five-lap event in 1:42. Second-place Nielson came in two minutes later on his Kawasaki 500, pushing hard to keep his position. The Open A riders had the top three positions when Richardson despite a spill in the sand dunes, came in third. Dan Richardson claimed fourth overall (first 250cc A) ahead of Tom Carlon, and first Over 30 A rider to claim sixth overall.

Results

O/A: 1. Paul Ostbo (Hon); 2. J. Nielson (Kaw); 3. Brent Richardson (Hon); 4. Dan Richardson (Hon); 5. Tom Carlon (Hon).
OPEN A: 1. Paul Ostbo (Hon); 2. J. Nielson (Kaw); 3. B. Richardson (Hon).
250 A: 1. Dan Richardson (Hon); 2. Tom Carlon (Hon).
200 A: 1. Vonn Jones.
OVER 30 A: 1. Rick McUine (Hus); 2. Ed Morse; 3. Kevin Bise (Hus).
4-STRK: 1. David Rhodes (Hus); 2. Joe Lockhart.
OPEN B: 1. Mike Morgan.
250 B: 1. Jim Newton; 2. Nat Wilder (KTM).
200 B: 1. Willie Miller.
OVER 30 B: 1. Doug McCance.

Tresser takes Monterey ST win

By Mike Vancil

MONTEREY, CA, MAR. 12

Andy Tresser turned in a spectacular performance to take the 500cc Expert win over Gary Ferravanti, Jimmy Higuera and Kevin Crowley at Monterey County Fairgrounds.

The heat race was an indication of how the final might go when Tresser put his Rotax into an immediate lead, made no mistakes and won going away on his ABC Body Shop-sponsored machine.

The final started the same as the heat but developed into a real battle for second place between Ferravanti, on a Brown's Yamaha and C & G Trucking-sponsored Rotax, and hard riding Higuera on a Vals' Plumbing and J & J Trucking-sponsored Honda. Eventually Higuera fell while battling with Ferravanti. They had swapped second place several times up until Higuera's spill. There was no slowing Tresser and he took the win.

In the 500cc Junior class Gary Vincelet jumped the start in both the heat and final and had to start both races from the penalty line. His progress forward in the heat ended with a fourth place, but in the 13-lap final he tried harder and was able to work by leader John Pack coming out of turn two late in the race. Pack had gone just a little wide exiting the turn and Vincelet was alongside and then past in a split second. Third in the final went to Perry Lang, who



Chris Trickle pulled off a triple win at Las Vegas Motocross Park by topping the 125, 250 and 500cc Intermediate classes.

on to win the Heavyweight Supersport class over Rick Shaw and Mark Chin. Jacks also won the Middleweight GP event and finished fourth in the \$1000 Shoot-Out. Paul Bray took top honors in the Unlimited Supersport class over Rick Shaw and Gainesville rider Bill Beesch. Miami rider Mark Chin rode his Yamaha FZ750 to first in the Heavyweight Superbike race over Suzuki-mounted John Choate, and Danny Roberts of Palm Beach Suzuki.

In Unlimited GP action, Rick Shaw crashed hard in turn five on the first lap of the feature but suffered only minor damage to his body, the bike was not so lucky. Scott Cantrell went on to take the checkered flag followed by Suzuki pilots Rick Herndon, and Robert Caraway, Rick came back to win the \$1000 Shoot-Out over Cantrell, Paul Dray and Donald Jacks. Russell suffered minor damage when he went off the track on the first lap. Shaw went home with the track record and first place in the shoot-out.

Results

GTO 50-MILER: 1. Scott Russell (Suz); 2. Rick Shaw (Yam); 3. Scott Cantrell (Suz).
GTU 50-MILER: 1. Don Jacks (Hon); 2. Scott Russell (Suz); 3. Newton Heston (Hon).
LW GP EX: 1. Greg Esser (Hon); 2. Bill Kranenberg (Suz); 3. John France (Hon).
LW GP NOV: 1. Joe Cole (Hon); 2. Ben Stowers (Yam); 3. Chuck Menotte (Yam).
HW S/SPRT EX: 1. Donald Jacks (Suz); 2. Rick Shaw (Suz); 3. Mark Chin (Yam).
HW S/SPRT NOV: 1. Nathan Donahew (Yam); 2. John Cox (Yam); 3. Jim Niebrzydowski (Suz).
MW S/SPRT EX: 1. Scott Russell (Suz); 2. Glenn Carlson (Hon); 3. John Choate (Hon).
MW S/SPRT NOV: 1. David Kamps (Hon); 2. Mike Barnes (Hon); 3. Igor Del Haya (Hon).
U/L S/SPRT EX: 1. Paul Bray (Suz); 2. Rick Shaw (Suz); 3. Bill Beesch (Suz).
U/L S/SPRT NOV: 1. Ted Dake (Suz); 2. Jim Niebrzydowski (Suz); 3. Russ Collins (Suz).
HW S/BK EX: 1. Mark Chin (Yam); 2. John Choate (Suz); 3. Danny Roberts (Suz).
HW S/BK NOV: 1. Dyle Spradlin (Suz); 2. Carl Harms (Suz); 3. Rob Bowerman (Suz).
MW S/BK EX: 1. Don Jacks (Hon); 2. Newton Heston (Hon); 3. Glenn Carlson (Hon).
MW S/BK NOV: 1. David Kamps (Hon); 2. Mike Barnes (Hon); 3. Tod Ronan (Yam).
LW S/BK COMB EX: 1. Bill Kranenberg (Suz); 2. Jeff Burck (Suz); 3. Jim Ronan (Yam).
LW S/BK COMB NOV: 1. Jack Akarjalian (Yam); 2. Chuck Menotte (Yam); 3. Marcus Day (Kaw).
U/L GP EX: 1. Scott Cantrell (Suz); 2. Rick Herndon (Suz); 3. Robert Caraway (Suz).
U/L GP NOV: 1. John Costa (Suz); 2. Ted Dake (Suz); 3. Clark Harms (Suz).
LW VINT EX: 1. Jim Reed (Yam); 2. Todd Henning (Yam).
LW VINT NOV: 1. Mike Moscoso (Yam); 2. Paul Soucie (Pen).
HW VINT NOV: 1. Jon Stauffer (Hon); 2. Allen Burney (BMW); 3. Jerry Story (Hon).
S/TW EX: 1. Randy Kirnec (H-D); 2. Dennis Liebrecht (Duc); 3. Peter Norling (Duc).
S/TW NOV: 1. Marcus Day (Kaw); 2. Dana Phelps (Duc); 3. Mike Belisle (Duc).
MW GP EX: 1. Don Jacks (Hon); 2. Newton Heston (Hon); 3. Greg Esser (Hon).
MW GP NOV: 1. David Kamps (Hon); 2. Mike Barnes (Hon); 3. Igor Del Haya (Hon).
\$1000 SHOOT-OUT: 1. Rick Shaw; 2. Scott Cantrell; 3. Paul Bray.

Trickle triples Las Vegas MX

By Dick Goodwin

LAS VEGAS, NV, MAR. 13
Chris Trickle competed in the 125, 250 and 500cc Intermediate divisions and won them all at the Las Vegas Motocross Park. Trickle did it by winning every moto he entered.

Trickle did, however, have to survive a wild second 125cc Intermediate moto dogfight with Derek Titus and T.L. Taylor. In the Open Intermediate class Kevin Bartlett came closest and 250cc Intermediate King Richard Saxton let him know he was there in that class. Nevertheless, the Honda of Las Vegas hotshoe overcame all obstacles as he ran perfect for the day.

The half-liter holocaust began with a Trickle triumph as he holeshot the entire field, including the pros. Brad Simcox was close behind, followed by Pro rider Scott Underwood. Saxton suffered first lap problems and dropped from contention early. Las Vegas Suzuki's Titus, Trickle's tormentor in 125cc action, was closing fast until his bike seized during lap two, and Trickle breezed to the win.

In race two Trickle holeshot again, but Simcox passed him in the first turn. Trickle quickly repassed, then Underwood blew by on the Desert Freeway during lap three. Trickle, racing his sixth tough moto of the day, might have been sucking a little wind by this time as he let the streaking Underwood fly and concentrated on holding on to a solid second. Saxton was having none of this, however, and throughout the rest of the race he crept closer and closer to the speeding Honda of Trickle's. By the end of the race, Saxton was banging at the back door, but Trickle hung on for the win, his sixth of the day.

Results

P/W: 1. Randy Finch Jr. (Yam); 2. Marcus Montague (Yam); 3. Derek Brundage (Yam); 4. Jesse James Williams (Yam); 5. Monte Montague (Yam).
JR CYC STK (6-8): 1. Randy Finch Jr. (Kaw).
JR CYC MOD OPEN: 1. John Meng.
80 STK NOV (12-16): 1. Mike Gilbert (Yam); 2. Santone DeCol (Hon); 3. Frankie Villegas (Hon); 4. Eddie Holland (Suz).
80 OPEN (9-11): 1. Greg Yearsley (Kaw); 2. John Meng (Yam); 3. Jason Partridge (Kaw); 4. Steven Howe (Kaw); 5. Mike Laskowitz (Kaw).
80 MOD OPEN: 1. Damon Huffman (Suz); 2. Mike Gilbert (Yam); 3. Eddie Holland (Suz); 4. Frankie Villegas (Hon); 5. Ryan Taylor (Kaw).
125 NOV B: 1. Jason Stephens (Hon); 2. Jason Allen (Hon); 3. John Berrest (Yam); 4. Richard Silva (Hon); 5. Rick McKee (Hon).
125 NOV A: 1. Brian Lane (Hon); 2. Jeff Murphy

PHOTO BY SAM BOND



Joe Waddington (58) won the 125cc Pro class while mixing it up with 250cc Pro winner Grayson Hart at Perris Raceway.

(Hon); 3. Ryan Taylor (Kaw); 4. Greg Hedges (Hon).
125 INT: 1. Chris Trickle (Hon); 2. King Richard Saxton (Yam); 3. Derek Titus (Suz).
125 PRO: 1. T.L. Taylor (Kaw).
250 NOV: 1. Kevin Cherry (Hon); 2. Joe Warnick (Yam); 3. Danny Dotson (Hon); 4. Bobby Hunt (Yam); 5. Brian Stormont (Yam).
250 INT: 1. Chris Trickle (Hon); 2. King Richard Saxton (Yam); 3. Alex Hill (Hon); 4. Brad Simcox (Hon); 5. Kevin Bartlett (Kaw).
250 PRO: 1. Scott Underwood (Suz).
500 NOV: 1. David Dutt (Hon); 2. Martin Ansoorge (Hon); 3. Larry Williams (Hon); 4. Rob Judd (Hon); 5. Scott Brundage (Yam).
500 INT: 1. Chris Trickle (Hon); 2. Kevin Bartlett (Kaw); 3. Larry Tashiro (Hon).
S/VET: 1. Alex Hill (Hon); 2. Martin Ansoorge (Hon); 3. Barry Hill (Hon); 4. Gene Mason (Hon); 5. Richard Hanna Jr. (Hon).
VET: 1. Barry Hill (Hon); 2. Jim Fikes (Hon); 3. Gary Yearsley; 4. Jim Keetin (Hon); 5. Billy Reid (Hon).
VET PRO: 1. Randy Reese.
WMN: 1. Kita Mohr (Kaw); 2. Julie Riddle (Kaw); 3. Stacy Treat (Kaw); 4. Mary Ann Gusakox (Hon); 5. Carrie Hite (Hon).

Skidmore, York on top at Haspin MX

By Mike Nichols

LAUREL, IN, MAR. 13
Tim Skidmore and Cole York nailed down overall wins in the 125cc B and 250cc B classes at the opening race at Haspin Acres.

Northwest Cycle-backed Skidmore took the holeshot and was chased throughout the moto by Steve Schoenberger in the 125cc B class. Schoenberger pressured Skidmore but couldn't produce any tricks to take the lead.

York was running second when the 250cc B class busted through the first berm following Kawasaki-mounted Billy McGuire. York, also riding a Kawasaki, took a high line on a muddy curve as McGuire went down low. After the mud cleared it was York rocketing his bike to the checkered flag.

Results

JR MINI: 1. Jeremy Schuttler (Kaw); 2. Chad Boyd (Suz).
SR MINI: 1. Rick Denney (Kaw); 2. Jason Reeves (Hon); 3. Mike Faulk (Hon); 4. Chris Crisate (Yam).
125 B: 1. Tim Skidmore (Kaw); 2. Steve Schoenberger (Hon).
250 B: 1. Cole York (Kaw); 2. Billy McGuire (Kaw); 3. Kurt Randall (Hon); 4. Jason Boyd (Suz); 5. Tim Skidmore (Kaw).
125 C: 1. Bill Hastings (Hon); 2. Rodger Williams (Kaw); 3. Wendall Hansel (Kaw); 4. John Irrgang (Suz); 5. Bryan Hubbard (Kaw).
OPEN: 1. Junior Crouch (Suz); 2. George Pfaller (Suz); 3. Mike Cruthers (Hon).

Waddington, Hart top pros at Perris MX

By David Procida

PERRIS, CA, MAR. 13
Joe Waddington cleaned up in the 125cc Pro class today at Perris Raceway in a warm-up race for the California Classic Series.

Waddington put his Glastonbury Cycle/Pro Circuit Yamaha out in front in moto one and was soon picking off the 250cc Pros. The Connecticut rider pulled up behind the 250cc Pro leader, Grayson Hart, and on lap

six went by and into the overall lead. Hart stayed close behind for a couple of laps and then dropped off the pace. Ulf Johansson was on the gas and started to close on Hart late in the moto, with Gary Semics in tow. Second 125cc Honda pilot, Joey Tuttobene, was in pursuit for runner-up honors, as Waddington crossed the checkered flag first 125cc and overall Pro class winner.

In moto two Hart holeshot with Johansson and Gary DiPillo making it a tight threesome. Waddington gated fourth and had Tuttobene almost attached to his rear fender. Hart and Johansson had a tight race going with DiPillo losing a couple of bike lengths to the Duo. Two laps later Johansson retired from the race with mechanical problems, giving two 250cc honors to a charging DiPillo with Semics claiming third place. Waddington was hot on the throttle, as he rode his way to his second 125cc Pro class win of the day. Hart held onto the lead in the 250cc class, taking the overall with a 1-1 outing. DiPillo took second place honors with Semics receiving third.

In the 250cc Intermediate class Steven Sibell put his Pro Circuit/Maxima/Sun West Yamaha into the winners circle in both motos for the overall win with Doug Allen taking second place honors. Brian Davy and Larry Nannenga dueled in the Open class with Nannenga dogging Davy all the way to the checkered in both motos. Third went to Honda-mounted Bill Erb.

In Vet class action Alan Olson took the Expert class overall win with a perfect 1-1 score. Dan White stayed in close company with Olson in both motos, but never found the hot line to take the lead. ATK rider George Kohler and Marino Bastionell put on a duel that lasted the entire length of moto one, with Kohler edging out the SCR Suzuki of Bastionell for third place.

Vet Intermediate action had Bengt Johansson putting his CR250 Honda out in front in both motos while behind him Keith Petrangeld took second aboard a four-stroke Husky in the first moto. In moto two Jody Weisel stayed in the number two slot for second overall after scoring third in moto one.

In Vet Novice racing Chris Tuttobene put his 125cc Yamaha into the lead in moto one, only to drop back into the pack as 125cc Honda rider Anthony Procida rocketed into the lead. Procida held onto the lead for the next six laps, only to have Vic Parker go by with only two laps left in the moto. Procida stayed close and with Norman Schiel in tow took second place behind Parker. In moto two, Schiel jumped out to an early

lead and was never headed as Parker stayed in the number two slot with Procidia holding off the pack for third.

Results

MINI NOV: 1. Tim Olson (Suz); 2. Mark Desch (Yam).

MINI BEG: 1. Ryan Parker (Kaw); 2. Scott Campbell.

125 BEG: 1. Stephen Peterson (Yam); 2. Mark Desch (Yam); 3. Bobby Hubbard (Hon).

250 BEG: 1. Richie Sherman (Hon); 2. Rich Mihalic (Yam); 3. Richard Vargo (Hon).

OPEN BEG: 1. Bill Binette (Hon); 2. Jamie Morton (Hon).

125 NOV: 1. Matt Foster (Yam); 2. Kevin Shafer (Yam); 3. James Moreta (Kaw).

OPEN NOV: 1. Bryan Richardson (Yam); 2. Greg Kein (Hon); 3. Bret Lockhart (Hon).

250 NOV: 1. Chris Jackson (Hon).

250 INT: 1. Steven Sibell (Yam); 2. Doug Allen (Hon).

OPEN INT: 1. Brian Davy (Kaw); 2. Larry Nannenga (Hon); 3. Bill Erb (Hon).

250 PRO: 1. Grayson Hart (Hon); 2. Gary DePillo (Yam); 3. Gary Semics (Hon).

125 PRO: 1. Joe Waddington (Yam); 2. Joey Tuttobene (Hon).

VET NOV: 1. Victor Parker (Kaw); 2. Norman Schiel (Yam); 3. David Procidia (Hon).

VET EX: 1. Alan Olson (Hon); 2. Tom White (Yam); 3. George Kohler (ATK).

VET INT: 1. Bengt Johansson (Hon); 2. Jody Weisel (Yam); 3. Keith Petrangelo (Hus).

Kunitsugu, Christensen roll on at Riverside RR

By J. Franklin Rose

RIVERSIDE, CA, MAR. 19

A Saturday only 14-race schedule made for a full day of racing at round three of the 1988 ARRA Series. (This would have been the round four, but the January 17th date at Willow Springs was rained out.) A bike developed an oil leak during an early morning practice session, spreading oil from turn two through turn 7A, so after a 45 minute delay, things were underway.

It was the third race of the day, 305 Modified Production and Formula Three combined, and things were already starting to get hot and heavy. From the starting line on, the battle to the checkered flag was between Joe Solis on a Kawasaki 250 Ninja and ARRA number three, Kiyo Watanabe riding a Yamaha TZ125. Solis was outbraking Watanabe at the entrance to turn seven, with Watanabe repassing Solis between turns eight and nine. On the white flag lap Solis tried drafting Watanabe out of turn nine, but the Yamaha rider held off the Kawasaki rider for the Formula Three and overall win. Solis took second overall, but that was good enough for a first place in the 305 Mod. Prod. class and the contingency money from Kawasaki.

On the grid, race number five, Formulas One and Two, looked to be the fastest of the day. Former ARRA number one, Jim Poet on the Dr. John's/Michael's Cycle Works/GP Products-sponsored Suzuki GSXR1100; number two, Kenny Kopecky (just back from Daytona) riding a GSXR1100; and Kawasaki Ninja 750R-mounted Peter Christensen, who had already turned lap times of 1:34.77 earlier in the 750cc Superstreet race, were all ready to do battle. The green flag dropped and Kopecky and Poet were side-by-side into turn one with Christensen hot on their heels. By the time the pack got through turn six, Poet was in the lead. Kent Kunitsugu was out in front in the Formula Two class, and by lap two Kunitsugu's Honda Hurricane was out to a huge lead over the rest or the F-2 bikes. On lap three, Poet held on through turn seven with Christensen on his tail, turning lap times of 1:33.01 at 99.09 mph. In the esses on lap four, Christensen passed Poet and the two of them began to pull away from the rest of the pack. By lap six, the leaders had 20 seconds over third place Nathan Ladd, and started to lap some of the F-2 riders. With less than one lap to go, Poet was only 1.5

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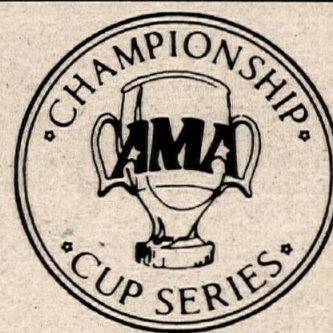
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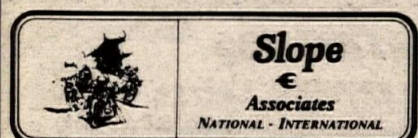
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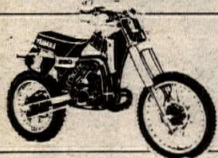
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Danny Haynes took the overall victories in both the Junior Cycle and Junior Mini classes at the Rome Cycle Ranch season opener.

seconds behind Christensen, but could not reel him in and Christensen took the checkered flag. Kunitsugu went on to an uncontested win in the F-2 class.

In the 600 Superstreet race, Kunitsugu and Poet, now on a Kawasaki 600R Ninja, were matched up side-by-side on the grid and led the 16-bike class into turn one. Through turns seven and 7A it was Kunitsugu, Poet and Art Kawaguchi, with Kunitsugu's Hurricane starting to pull away. Kunitsugu was turning lap times of 1:35.66 while Poet and Kawaguchi battled it out for the second spot. The Ninja of Poet seemed to overpower the Hurricane of Kawaguchi down the back chute and into turn one with the Honda rider closing the gap through the esses and into turns seven and 7A. On lap five, Poet and Kawaguchi swapped places through the esses with Poet returning the favor in turn 7A. With the white flag out Kunitsugu was out in front and heading for the checkered; Poet and Kawaguchi were second and third, with Kurt Heppie blanketing fourth place Vance Specht. Heppie's Yamaha couldn't find room to pass Specht's Yamaha and ended up in fifth place.

The day ended with the Battle of the Twins race. Trevor Dunne and Gary Patton, both riding Ducatis, put on a show in the heavyweight class, with Dunne beating Patton for the win. Bruce Anderson on a Ducati won the lightweight class with two Kawasaki EX500 riders, Darryl Deinhard and Jason Pereira, finishing second and third.

Results

NOV 0-450: 1. Frank Aragaki (Yam); 2. David Smith (Yam); 3. Scott Dolphin (Yam); 4. Greg Grassman (Yam).

NOV 451-600: 1. Sal Gonzales (Hon); 2. Bennie Chien (Yam); 3. Hiram Perez; 4. Lars Hay (Cag); 5. Patrick Murray (Kaw).

NOV 601-OPEN: 1. Jim Keller (Suz); 2. Tom Kresnick (Suz); 3. Jerry Coffman (Suz).

750 S/ST: 1. Peter Christensen (Kaw); 2. David Clark (Suz); 3. Roddy Rodstein (Suz); 4. Chris Ganiman (Suz); 5. Randy Borg (No pts.) (Suz).

OPEN S/ST: 1. Jim Poet (Suz); 2. Nathan Ladd (Suz); 3. Chuck Graves (Kaw); 4. Shawn Leopold (no pts) (Suz); 5. Craig Beecher (Kaw).

305 MOD PROD: 1. Joe Solis (Kaw); 2. Scott Charles (Kaw); 3. Roddy Rodstein (no pts) (Kaw); 4. Mark Nolen (Kaw).

F-3: 1. Kiyo Watanabe (Yam); 2. Clark Twelvrees (Yam); 3. James Smith (Hon); 4. Chris Young (Hon); 5. Ted Lumpkin (Hon).

750 STK: 1. David Clark (Suz); 2. Antonio Atwater (Suz); 3. Steve Gonzales (Suz); 4. Gary Mansfield (Suz); 5. Hirashi Nakajima (Hon).

OPEN STK: 1. Craig Beecher (Kaw); 2. Ralph Payne (Suz).

F-1: 1. Peter Christensen (Kaw); 2. Jim Poet (Suz); 3. Nathan Ladd (Suz); 4. Kenny Kopecky (Suz); 5. Craig Beecher (Kaw).

F-2: 1. Kent Kunitsugu (Hon); 2. Vance Specht (Yam); 3. Art Kawaguchi (Hon); 4. Kurt Heppie (Yam); 5. Michael Altheim (Yam).

YSR 50: 1. Mike Gosselaar (Yam); 2. Lynda Donovan (Yam); 3. Scott Charles (Yam); 4. Bruce Reimer (Yam); 5. Doug Donovan (Yam).

250 S/ST: 1. Jim Malovin (Yam); 2. Kiyo Watanabe (Yam); 3. James Smith (Hon).

305 S/ST: 1. Joe Solis (Kaw); 2. Scott Charles

(Kaw); 3. Roddy Rodstein (no pts) (Kaw); 4. Mark Nolen.

600 STK PROD: 1. Eric Liebscher (Hon); 2. Bruce Reimer (Kaw); 3. Alan Smith (Hon); 4. Bob Vacarra (Hon); 5. Kevin Allen (Yam).

450 MOD PROD: 1. Peter Christensen (Kaw); 2. Ralph Payne (Suz); 3. Dave Clark (Suz); 4. Roddy Rodstein (Suz); 5. Chris Ganiman (Suz).

OPEN MOD PROD: 1. Jim Poet (Suz); 2. Shawn Leopold (no pts) (Suz); 3. Craig Beecher (Kaw); 4. Craig Huber (Kaw); 5. Nathan Ladd (Suz).

450 MOD PROD 2 STRK: 1. Randy Borg (no pts) (Yam); 2. David Bryan (Yam); 3. David Collins (Yam); 4. Andy Doss (Yam); 5. Jon Williams (Yam).

450 MOD PROD 4-STRK: 1. Jason Pereira (Kaw); 2. Darryl Deinhard (Kaw); 3. Dana Anderson (Kaw).

600 SGL: 1. Frank Domino (Yam); 2. Rodney Williams (Yam); 3. Hans Bertelsen (Hon).

600 MOD PROD: 1. Kent Kunitsugu (Hon); 2. Art Kawaguchi (Hon); 3. Alan Smith (Hon); 4. Kurt Heppie (Yam); 5. Bruce Reimer (Kaw).

450 S/ST 2-STRK: 1. Randy Smith (Hon); 2. David Bryant (Yam); 3. Michael Altheim (Yam); 4. Jim Malovin (Yam); 5. Randy Borg (no pts) (Yam).

F-SGL: 1. Frank Domino (Yam); 2. Hans Bertelsen (Hon).

600 S/ST: 1. Kent Kunitsugu (Hon); 2. Jim Poet (Kaw); 3. Art Kawaguchi (Hon); 4. Vance Specht (Yam); 5. Kurt Heppie (Yam).

BOTT L/W: 1. Bruce Anderson (Duc); 2. Darryl Deinhard (Kaw); 3. Jason Pereira (Kaw); 4. Dennis Couch (Cag); 5. James Oldigies (Yam).

BOTT H/W: 1. Trevor Dunne (Duc); 2. Gary Patton (Duc); 3. Ted Lumpkin (Yam); 4. Danny Farnsworth (Duc).

Mathews masters Rome MX

By Toni Anthoni

ROME, GA, MAR. 13

Chance Mathews won both motos of the 125cc B class to take top honors at the Rome Cycle Ranch season opener. To make the event a family affair Scotty Mathews dominated the 125cc class, winning both motos handily.

In the first 125cc B moto Georgia Cycle Supply/O'Neal-sponsored Chance Mathews powered his R&D Suzuki into the lead followed by Todd Downs and Gabe Gaddis. Lonnie Brown suffered a bad start but was on the gas and quickly moved through the pack. By the white flag Brown had overtaken Downs for second and was closing on the leader, but ran out of time as Mathews held on for the win.

In moto two, Mathews again pulled a clean holeshot with Downs and Brown in tow. Brown quickly disposed of Downs and set his sights on Mathews. This set up a moto long battle with Brown trying to pass at almost every corner. Mathews proved equal to the task as he shut the door on Brown and held on for the win.

Freewheeling Honda's Brian Stokes showed his style as he topped the competitive Super Mini class. In moto one Stokes stole the holeshot and looked to be an easy winner, but a slip on the last lap allowed Kawasaki-mounted Aaron Yates by for the win. Stokes made no mistakes in moto two as he led from start-to-finish to take the overall win.

Stokes was not as fortunate in the

Senior Mini class as Johnny Dean proved to be unbeatable. Dean took his Suzuki to the front early in each moto and won going away. Stokes was runner-up with Yates taking second.

Results

JR CYC: 1. Danny Haynes (Kaw); 2. David Dishman (Kaw); 3. Matt Boone (Kaw).

JR MINI: 1. Danny Haynes (Kaw); 2. Gary Kellam (Kaw); 3. Thomas Day (Hon).

SR MINI: 1. Johnny Dean (Suz); 2. Brian Stokes (Hon); 3. Aaron Yates (Kaw).

S/MINI: 1. Brian Stokes (Hon); 2. Aaron Yates (Kaw); 3. Will McEntyre (Kaw).

125 C: 1. Scotty Mathews (Suz); 2. Kevin Cozadd (Kaw); 3. Kevin Thompson (Kaw).

125 B: 1. Chance Mathews (Suz); 2. Lonnie Brown (Hon); 3. Todd Downs (Yam).

125 A: 1. Sean Dukes (Hon); 2. Mike Tolbert (Hon); 3. Mark Waddle (Hon).

250 C: 1. Kevin Thompson (Hon); 2. Mike Waters (Yam); 3. Brad Hayes (Hon).

250 B: 1. Gary Brown (Yam); 2. Jason Alday (Hon); 3. Jay McClellan (Yam).

OPEN B: 1. Alan Harrison (Hon); 2. Jeff Ballard (Kaw); 3. Mike Waters (Kaw).

SR MEN: 1. Jay McClellan (Yam); 2. Benny Durrough (Mai); 3. Larry Hanes (Hon).

Vohland victorious at Argyll Park MX

By Janice Brignoli

DIXON, CA, MAR. 13

Tyson Vohland scored the overall wins in both the 250 and 500cc Pro classes today at Argyll Park.

Vohland, a Kawasaki Pro support rider, captured the lead in moto one of the 250cc Pro race with Kelly Andris pushing him while Steve Lamson and Rich Mythen did battle for the third position. Vohland set a fast pace and pulled away from the pack as Andris' bike quit. Lamson moved into the second position with Mythen third.

Moto two found Andris getting the gate with Vohland a close second. Andris held the lead for two laps when Vohland made his move for the lead. While dicing for first Andris spun out in a turn and recovered quickly to maintain second. Lamson worked his way from 10th off the gate to finish in the third spot and Mythen captured fourth.

Vohland got the holeshot in the first 500cc Pro race and held the lead for the entire race with Mythen maintaining the fast pace for most of the race. Moto two saw Mythen getting the gate with Vohland pushing for the lead. Mythen held on for about four laps with Vohland on his rear tire waiting for his chance to go for another back-to-back win. Mythen finished with a 2-2 while Jed Green took third overall.

Brett Cahors took the lead in moto one of the 125cc Pro class followed closely by Danny Paladino and Lamson, who got by Paladino and went after Cahors. Lamson and Cahors traded off first until Lamson took the inside line off a jump and sailed by Cahors. Lamson then stretched his lead over Cahors while Paladino held third.

Moto two again found Cahors, Paladino and Lamson in the same positions off the gate. Cahors and Lamson dived it out for most of the moto when Lamson made his move and went for the overall win Cahors finished second and Paladino third.

Kawasaki-mounted Russ Daley dived with Craig Shultz, Duane Joice and Steve Law and managed to surface as the victor in moto one of the Vet Master class. In moto two, Daley holeshot only to have Steve Ferroni pressure on by to take over the lead. Daley regained the number one spot by taking the outside line on a sweeper. Again it was anybody's race as Daley, Shultz, Steve Lawrence and Joice engaged in a moto rumble. Daley won out taking the overall with a 1-1. Ferroni held second overall and Joice was third.

Results

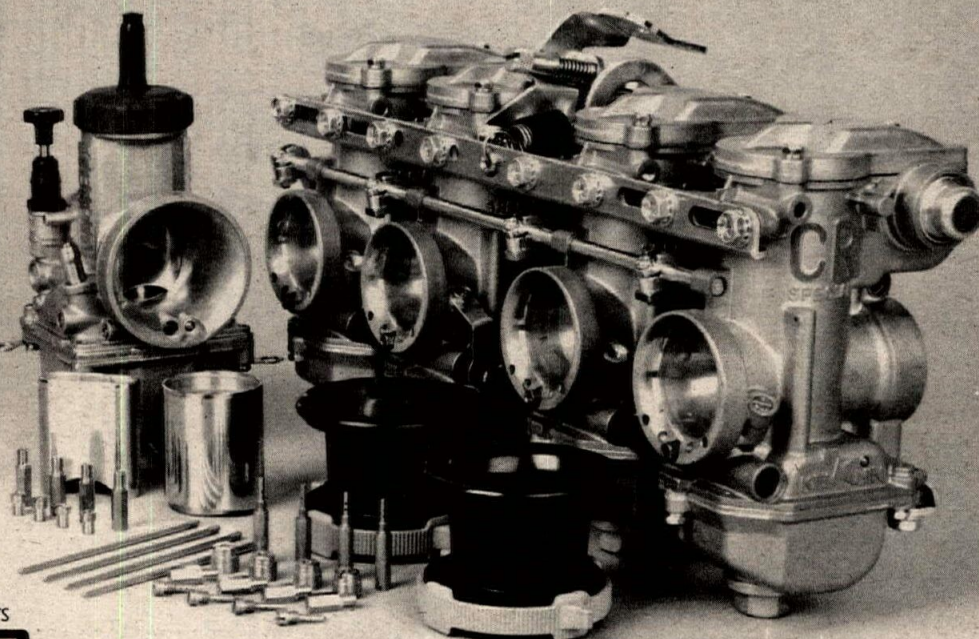
60: 1. Jeff Baldwin (Kaw); 2. Shawn Burrell (Kaw).

80 BEG: 1. Kevin Crippen (Kaw); 2. James Alexander (Hon); 3. Seth Young (Hon).

80 JR: 1. Todd Madaris (Kaw); 2. Mike Brandes (Kaw); 3. Casey Johnson (Kaw).
 80 INT: 1. Danny Nelson (Kaw); 2. Matt Furman (Hon); 3. Christopher McCallie (Yam).
 80 EX: 1. Don Piantanida (Hon); 2. Brian Walters (Hon).
 OPEN 80/BIG WHEEL: 1. Don Piantanida (Hon); 2. Brian Walters (Hon); 3. Todd Madaris (Kaw).
 125 BEG D-1: 1. Jason Miller (Suz); 2. Mart Wemyss (Suz); 3. Pete Whipple (Kaw).
 125 BEG D-2: 1. Jeff Brownlee (Suz); 2. Joe Lawell; 3. Mike Sexton (Hon).
 125 JR D-1: 1. Steve Bonita (Hon); 2. Ricky Brazil (Yam); 3. Mike Lozano (Yam).
 125 JR D-2: 1. Judd Houck (Kaw); 2. Paul VanHois (Suz); 3. Darren Kitzmiller (Hon).
 125 INT: 1. Jimmy Clay (Hon); 2. Ray Crumb (Kaw); 3. Eddie Reed (Kaw).
 250 BEG D-1: 1. Mike Odell (Hon); 2. Rick Cox (Hon); 3. Shane Berg (Suz).
 250 BEG D-2: 1. Bryan Roberts (Hon); 2. Joe Rawl (Hon); 3. Marty Walker (Hon).
 250 JR: 1. Mike Brewer (Kaw); 2. John Sigley (Yam); 3. Randy Jones (Suz).
 250 INT: 1. Grant Michaelson; 2. Steve Hunter (Hon); 3. Mike Mennig.
 OPEN BEG: 1. Tim Collins (Yam); 2. Tim Galtney (Hon); 3. Phillip Maskowski (Hon).
 OPEN JR: 1. Randy Gavson (Hon); 2. Jeff Christenson (Hon); 3. John Harris (Hon).
 OPEN INT: 1. Grant Michaelson; 2. Ricky Lutz (Kaw); 3. Joel Christensen (Hon).
 VET JR: 1. Darrell Southstone (Hon); 2. John Yates (KTM); 3. Ron Krugen (Kaw).
 VET INT: 1. Terry Huffer (Suz); 2. Mike Newman (Yam); 3. Kevin Anderson (ATK).
 VET MSTR: 1. Russ Daley (Kaw); 2. Steve Ferroni (Yam); 3. Duane Joice (Kaw).
 OT JR: 1. Greg Young (Hon); 2. Bill Riggs (Hon); 3. Donald Flaner (KTM).
 OT INT: 1. Bill Green; 2. Jim Boyd (Yam); 3. Fred Cameron (KTM).
 OT MSTR: 1. Russ Powell (KTM); 2. Bill McClinton (ATK); 3. Jim McClinton (Yam).
 125 PRO: 1. Steve Lamson (Yam); 2. Brett Cahors (Kaw); 3. Danny Paladino (Hon).
 250 PRO: 1. Tyson Vohland (Kaw); 2. Steve Lamson (Yam); 3. Richard Mythen (Hon).
 OPEN PRO: 1. Tyson Vohland (Kaw); 2. Richard Mythen (Hon); 3. Jed Green (Hon).

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Huston, Snook double at Trail-way MX

By Jeff Crites

HANOVER, PA, FEB. 28

Robert Huston won the 250cc and the Open Expert supercross features while William Snook had his double in the 65cc Mini and the 80cc (7-11) class, as the Trail-way Speedway opened its 1988 racing season.

In the first final of the day Huston rode his KTM to victory in the 250cc Expert class by leading the entire distance from the drop of the starting gate. Following Huston across the line for second was Matthew Bond riding on a Kawasaki. Third went to Tim Bemisderfer on a Yamaha.

In the Open Expert final Huston again used a KTM to ride to victory over Kenneth Brown aboard a Honda. Third was the Yamaha of Mark Burkholder.

Following his second place finish in the 250cc Expert class, Bond came back to ride his Kawasaki to win the 125cc Expert final. Second went to Rodney Yentzer II on a Yamaha while the Yamaha ridden by Steve Earnest finished third.

Snook was the class of the field as he rode his Kawasaki to the checkers in the 65cc Mini class. Second went to Shelby Reitz on a Kawasaki while third went to Gilbert Wilt Jr., also on a Kawasaki.

In the 80cc (7-11) class Snook rode his Yamaha to victory over Robert Hummer, who was on a Honda.

Results

125 A: 1. Matthew Bond (Kaw); 2. Rodney Yentzer (Yam); 3. Steve Earnest (Yam).
 OPEN A: 1. Robert Huston (KTM); 2. Mark Burkholder (Hon); 3. Kenneth Brown (Hon).
 250 B: 1. W. Keith Banta Jr. (Suz); 2. Gregg Simmen (Hon); 3. Jeffrey Brehn (Kaw).
 125 C: 1. Brian MacMillian (Kaw); 2. Donald Andrews (Kaw); 3. Gary Michael (Kaw).
 WDSMN: 1. Michael Wetzel (Yam); 2. Rivers Grove (Yam); 3. Mark Reisinger (Kaw).
 65 MINI: 1. William Snook (Kaw); 2. Shelby Reitz (Kaw); 3. Gilbert Wilt (Kaw).
 85 (14-15): 1. Jeffrey Yentzer (Yam); 2. Donald Andrews (Kaw); 3. Michael Hall (Hon).
 80 (7-11): 1. William Snook (Yam); 2. Robert Hunner III (Hon).
 55 MINI: 1. Gilbert Wilt Jr. (Yam).
 250 A: 1. Robert Huston (KTM); 2. Matthew Bond (Kaw); 3. Tim Bemisderfer (Yam).
 125 B: 1. Joseph Flynn (Kaw); 2. Gregg Simmen (Hon); 3. Tony Canaioni.
 OPEN B: 1. Henry Wilson (Hon); 2. Kevin Laudenslager (Yam); 3. Jerry Thompson (Hon).
 250 C: 1. Bobby Feldman (Hon); 2. Mike Sornberger (KTM); 3. Bruce Cahoon (Hon).
 25+: 1. Kenneth Brown (Hon); 2. Bruce Cahoon (Hon); 3. Frank Grosso (Kaw).
 80 (12-13): 1. Damien Plotts (Yam); 2. Robert Stravinsky (Suz); 3. Jason Conlon (Hon).
 SR B: 1. Jeffrey Brehn (Kaw); 2. Joseph Conlon Jr. (Hon); 3. Wendell Little (Kaw).
 SR A: 1. Thomas Brennan (Hon).

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 Lisa Latham 2nd Women A

3/6/88 **CRC Monica Mtn.**
 Lisa Peterson 1st Women Expert

3/13/88 **Traley's MX • Bakersfield, CA**
 Brad Schultz 1st 9-11

3/13/88 **AMA D-37 Huntington Beach M.C. Hare & Hound**
 Gene Elzenberger 2nd 125 Expert

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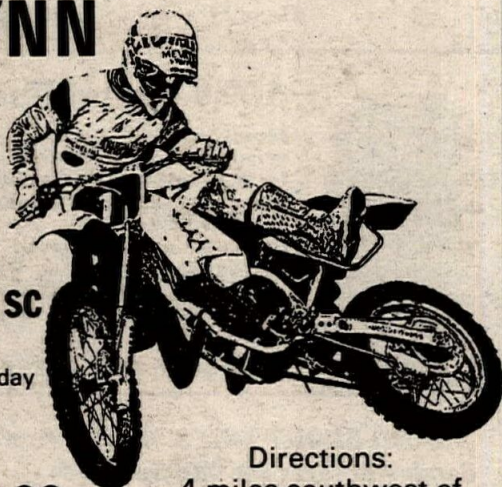
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Sun. Apr. 17 MX Glen Helen
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Sun. May 1 GP Perris

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Calendar

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series

4/10 LAGUNA SECA, CA
4/24 Spain
5/1 Portugal
5/22 Italy
5/29 W. Germany
6/5 Austria
6/12 Holland
6/19 Belgium
7/3 Yugoslavia
7/17 France
7/24 England
8/7 Sweden
8/14 Czechoslovakia
8/28 Brazil
9/11 Argentina
9/17

World C'ship Endurance Road Race Series

4/2-3 France
5/29 England
7/2-3 Austria
7/31 Japan
8/13-14 Belgium
9/11 Spain

World C'ship TT Formula Road Race Series

5/15 Japan
6/4 Isle of Man
6/23 Holland
7/3 Portugal
7/10 Italy
7/17 Finland
7/30 N. Ireland
9/4 Italy
9/25 England

World C'ship Superbike Road Race Series

4/3 England
4/10 Italy
4/30 Hungary
5/8 W. Germany
7/2-3 Austria
8/28 Japan
9/4 France
9/11 Portugal
9/25 Australia
10/2 New Zealand

World C'ship 125cc MX Series

4/3 Italy
4/10 Belgium
4/17 Holland
5/1 Austria
5/8 Spain
5/15 Portugal
5/29 Czechoslovakia
6/12 W. Germany
6/26 Ireland
7/3 France
8/14 Finland
8/28 Switzerland

World C'ship 250cc MX Series

4/17 France
4/24 Spain
5/1 Italy
5/15 Czechoslovakia
5/29 England
6/5 Belgium
6/19 W. Germany
6/26 Yugoslavia
7/24 UNADILLA, NY
8/7 Venezuela
8/14 Argentina
8/28 Sweden

World C'ship 500cc MX Series

4/17 Austria
4/24 Switzerland
5/8 Sweden
5/15 Finland
6/5 W. Germany
6/12 Italy
6/26 HOLLISTER, CA
7/10 England
7/17 Holland
7/24 San Marino
8/7 Belgium
8/14 Luxembourg

World C'ship Observed Trials Series

4/17 Luxembourg

4/24 West Germany
5/29 Austria
6/5 France
6/12 Belgium
7/17 Italy
8/21 Sweden
8/28 Finland
9/11 Poland

Motocross des Nations

9/11 France

International Six-Days Enduro

9/6-12 France

AMA/Camel Pro Series

5/15 Atlanta, GA RR
5/22 San Jose, CA M
6/4 Louisville, KY HM
6/19 Loudon, NH RR
6/26 Elkhart Lake, WI RR
7/16 Parkersburg, WV HM
7/24 DuQuoin, IL M
8/7 Lexington, OH RR
8/21 Peoria, IL TT
9/4 Springfield, IL M
9/11 Syracuse, NY M
9/24 Gardena, CA HM
10/1 Sacramento, CA M
10/2 Sonoma, CA RR

Schedule subject to change
Info 614/891-2425

AMA Nat'l C'ship Dirt Track Series

4/10 Woodstock, GA ST 600
4/16 Sacramento, CA M GNC
4/23 Gardena, CA TT 600
4/30 Phoenix, AZ HM 600
5/7 Gardena, CA HM GNC
5/14 Castle Rock, WA TT 600
5/22 * San Jose, CA M GNC
5/28 Springfield, IL ST 600
5/29 Springfield, IL M GNC/600
6/4 * Louisville, KY HM GNC
6/12 Peoria, IL TT 600
6/24 Hinsdale, IL ST 600
6/25 Lima, OH HM GNC/600
7/3 Middletown, NY HM GNC
7/9 Hagerstown, MD HM GNC/600
7/15 Parkersburg, WV HM 600
7/16 * Parkersburg, WV HM GNC
7/24 * DuQuoin, IL M GNC
8/6 Ashland, OH HM 600
8/12 Sturgis, SD ST 600
8/14 * Peoria, IL TT GNC
8/20 Hamburg, NY HM GNC
8/27 Indianapolis, IN M GNC
8/28 Indianapolis, IN M GNC/600
9/3 Springfield, IL ST 600
9/4 * Springfield, IL M GNC
9/11 * Syracuse, NY M GNC
9/18 Hagerstown, MD HM GNC/600

9/24 * Gardena, CA HM GNC
10/1 * Sacramento, CA M GNC
10/15 Mesquite, TX HM 600
* Indicates Camel Pro Series event
Schedule subject to change
Info 614/891-2425

AMA Nat'l C'ship Road Race Series

5/15 Atlanta, GA
6/19 Loudon, NH
6/26 Elkhart Lake, WI
7/10 Monterey, CA
8/7 Lexington, OH
10/2 Sonoma, CA

Schedule subject to change
Info 614/891-2425

AMA Nat'l C'ship Enduro Series

4/24 Twain Hart, CA
5/1 Roselawn, IN
5/29 McArthur, OH
7/17 Del Norte, CO
7/24 Blain, PA
8/21 Moorestown, MI
9/25 Greenwich, RI
10/30 Forest Hill, LA
11/6 Morrison, IL

Info 614/891-2425

AMA Nat'l C'ship Hare Scrambles Series

4/10 Cadiz, KY
4/17 Redding, CA
5/8 TBA
5/15 Beckley, WV
6/12 Bellevue, ID
7/10 Walden, CO
9/18 Lynville, IN
10/2 Nowata, OK
10/9 Millville, MN
10/16 Hookstown, PA

Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series

9/18 Craig, CO
10/9 Reno, NV
10/30 Wickenburg, AZ
Info 614/891-2425

AMA Nat'l Reliability Trials Qualifier Series

5/20-22 Rose City, MI
6/4-7 Idaho City, ID
6/25-26 Yamhill, OR
Additional events to be scheduled
Info 614/891-2425

AMA/NATC Nat'l C'ship Observed Trials Series

4/16 Pampa, TX
4/17 Pampa, TX
4/23 Albuquerque, NM
4/24 Westminster, CO
5/28 Winchester, TN
5/30 Winchester, TN
7/2 Spokane, WA
7/4 Portland, OR
Info 614/891-2425

AMA 125/250cc Nat'l C'ship MX Series

5/1 Axton, VA
5/22 Southwick, MA
5/29 Mt. Morris, PA
Tentative
Info 614/891-2425

AMA 125/500cc Nat'l C'ship MX Series

6/5 San Antonio, TX
7/3 Buchanan, MI
7/10 Binghamton, NY
7/31 Troy, OH
8/14 Millville, MN
8/28 Washougal, WA
Tentative
Info 614/891-2425

AMA C'ship Supercross Series

4/9-10 Pontiac, MI
4/16 Dallas, TX
4/23 Tampa, FL
5/14 E. Rutherford, NJ
Info 614/891-2425

AMA/Wiseco/ Suzuki Grand Nat'l Cross Country Series

4/17 Brownsville, PA
5/1 Tarentum, PA
5/15 Beckley, WV
6/19 Davis, WV
9/11 Marietta, OH
10/2 Mt. Morris, PA
10/16 Hookstown, PA
10/30 Tarentum, PA
Info 614/891-2425

AMA/CCS EBC Brakes Endurance RR Challenge

5/14 Braselton, GA
6/16 Loudon, NH
6/25 Elkhart Lake, WI
8/6 Lexington, OH
9/10 Talladega, AL
10/1 Sonoma, CA
10/29 Daytona Beach, FL
Info 704/684-4297

Suzuki Nat'l Cup Road Race Series

Northeast
4/16-17 Loudon, NH
4/30-5/1 Loudon, NH
6/11-12 Loudon, NH
7/2-4 Loudon, NH
8/20-21 Loudon, NH
9/3-5 Loudon, NH
10/1-2 Loudon, NH

Mid-Central
4/16-17 Beloit, IL
4/30-5/1 Elkhart Lake, WI
5/7-8 Brainerd, MN
7/16-17 Grattan, MI
7/30-31 Brainerd, MN

8/27-28
9/10-11

Beloit, IL
Beloit, IL

Mid-Atlantic

4/9-10 Indianapolis, IN
4/30-5/1 Warren, OH
5/28-29 Rockingham, NC
6/25-26 Pocono, PA
7/9-10 Rockingham, NC
8/20-21 Summit Point, WV
9/17-18 Summit Point, WV

Southeast

4/9-10 Talladega, AL
4/30-5/1 Faulkville, GA
5/14-15 Talladega, AL
6/4-5 Talladega, AL
7/17 W. Palm Beach, FL
8/13-14 Braselton, GA
9/25 W. Palm Beach, FL

South Central

4/2-3 College Station, TX
5/21-22 Hallett, OK
6/11-12 Henderson, TX
7/16-17 E. St. Louis, MO
8/27-28 Henderson, TX
9/3-4 Memphis, TN
9/24-25 College Station, TX

Central Pacific

4/16-17 Sonoma, CA
5/21-22 Sonoma, CA
6/19 Sonoma, CA
7/23-24 Sonoma, CA
8/21 Sonoma, CA
9/11 Sonoma, CA

Southwest

4/2-3 Riverside, CA
4/16-17 Rosamond, CA
5/15 Chandler, AZ
5/28-29 Chandler, AZ
6/18-19 Rosamond, CA
6/25-26 Riverside, CA
7/2-4 Rosamond, CA
9/11 Chandler, AZ

Mountain

5/1 Pueblo, CO
5/15 Denver, CO
6/5 Aspen, CO
6/19 Denver, CO
7/31 Denver, CO
8/14 Aspen, CO
9/12 Steamboat Springs, CO

Northwest

4/16-17 Portland, OR
4/30-5/1 Kent, WA
5/14-15 Portland, OR
7/17 Kent, WA
7/23-24 Portland, OR
9/11 Kent, WA
9/24-25 Portland, OR

AMA/CCS Supersport Nationals

5/14-15 Braseiton, GA
6/18-19 Loudon, NH
6/25-26 Elkhart Lake, WI
7/9-10 Monterey, CA
8/6-7 Lexington, OH
9/10-11 Talladega, AL
9/31-10/1 Sonoma, CA

SCORE Int'l Off-Road Series

4/1-3 Great Mojave 250
Lucerne Valley, CA
6/3-5 Baja Internacional
Ensenada, Baja, Mexico
8/12-14 Off Road World C'ship
Riverside, CA
11/10-13 Baja 1000
Ensenada, Baja, Mexico
12/9-11 San Felipe 250
San Felipe, Baja, Mexico
Info 818/889-9216

SETRA C'ship Hare Scrambles Series

4/10 Sumter, SC
5/22 Lenoir, NC
Info 803/229-5369

SETRA C'ship Enduro Series

4/24 Lawrenceburg, TN
5/8 Abbeville, SC
Info 803/229-5369

WEA Nat'l Endurance Road Race Series

4/16 Rosamond, CA
4/30 Faulkville, GA
5/14 Portland, OR
5/28 Rockingham, NC
6/11 Shannonville, Canada
7/2 Grattan, MI
7/16 E. St. Louis, MO
7/30-31 Garrettsville, OH
8/6 Long Pond, PA
9/3 Memphis, TN
9/17-18 Rosamond, CA
9/24 College Station, TX
10/8 Clermont, IN
10/15 Summit Point, WV
11/5 Braselton, GA
Info 803/681-9372

WEA Western Endurance C'ship

4/16 Rosamond, CA
5/14 Portland, OR
5/28 Vancouver, BC
6/12 Kent, WA
9/17-18 Rosamond, CA
Info 803/681-9372

WEA Nat'l Qualifier Road Race Series

4/9-10 Talladega, AL
5/21-22 Grattan, MI
5/21-22 College Station, TX
6/4-5 Summit Point, WV
6/11-12 Henderson, TX
6/18-19 Rosamond, CA
6/25-26 Long Pond, PA
7/9-10 Rockingham, NC
7/9-10 Milwaukee, WI
8/6-7 Rosamond, CA
8/20-21 E. St. Louis, MO
8/20-21 Talladega, AL
8/20-21 Summit Point, WV
8/27-28 Henderson, TX
9/3-4 Garrettsville, OH
9/3-4 Memphis, TN
9/24-25 Grattan, MI
9/24-25 College Station, TX
10/1-2 Faulkville, GA
Info 803/681-9372

WEA Grand Nat'l Final

11/3-6 Braselton, GA

IDBA Nat'l Drag Race Series

4/15-17 Rockingham, NC
5/20-22 Bowling Green, KY
6/10-12 Norwalk, OH
7/8-10 Columbus, OH
8/26-28 Memphis, TN
9/23-25 Atco, NJ
10/14-16 Baton Rouge, LA
Info 205/849-7886

Dragbike! Nat'l C'ship Series

4/9-10 Atlanta, GA
4/16-17 Los Angeles, CA
4/23-24 Dallas, TX
5/14-15 Cincinnati, OH
5/21-22 Sacramento, CA
5/28-29 Marion, OH
6/18-19 Syracuse, NY
6/25-26 Fremont, CA
7/16-17 Spokane, WA
8/6-7 Cordova, IL
8/13-14 Union Grove, WI
8/19-20 Albany, NY
9/3-4 Wilmington, DE
9/5 TBA
9/10-11 Albuquerque, NM
9/17-18 Rockford, IL
9/24-25 Bradenton, FL
10/8-9 Phoenix, AZ
10/15-16 Los Angeles, CA
10/22-23 Houston, TX
10/29-30 W. Palm Beach, FL
11/18-20 Gainesville, FL
Info 315/735-1661

AMRA Nat'l Drag Race Series

5/14-15 Colonial Beach, VA
6/18-19 Union Grove, WI
7/2-3 Humboldt, IA
7/23-24 Cincinnati, OH
8/9-11 Sturgis, SD
9/17-18 Kokomo, IN
10/8-9 Nashville, TN
Info 312/250-0838

NETA C'ship Series

5/21-22 Meriden, CT
7/24 Wrentham, MA
8/14 Wrentham, MA
9/11 Ossipee, NH
9/18 Meriden, CT
10/2 Conway, NH
10/16 Chepachet, RI
Info 401/421-6929

NETRA C'ship Enduro Series

5/15 Somers, CT
6/5 Wrentham, MA
6/19 Warren, MA
8/14 Dunbarton, NH
8/21 Oxford, MA
9/11 Windsor, MA
9/25 W. Greenwich, RI
10/2 Chester, CT
10/9 Stafford, CT
10/30 Adams, MA
12/4 Marlborough, CT

NETRA C'ship Hare Scrambles Series

5/29 W. Greenwich, RI
6/26 New London, CT
7/17 Windsor, MA
7/24 Union, CT
7/31 Providence, NY
8/7 Norwich, VT
8/28 Cheshire, MA
8/18 N. Petersburg, NY
10/16 Brookfield, MA
11/6 Wrentham, MA

NETRA Turkey Run Series

5/22 Leominster, MA
5/29 Washington, MA
6/12 Allentown, NH
6/26 Norton, MA
7/31 Adams, MA
7/10 Bartonsville, VT
9/11 Swiftwater, NH
9/18 Sandisfield, MA
10/2 Freetown, MA
10/23 Winshinton, MA
11/27 Plympton, MA

NETRA Junior C'ship Enduro Series

5/7 Meriden, CT
5/22 Wrentham, MA
6/18 Thomaston, CT
6/25 Southampton, MA
8/13 Dunbarton, NH
8/20 Oxford, MA
9/17 N. Petersburg, NY
10/1 Freetown, MA
10/15 Brookfield, MA
11/12 Leominster, MA

LA State C'ship Hare Scramble Series

4/17 Minden, LA
5/1 Enon, LA
6/5 Mooringsport, LA
7/17 Sterlington, LA
9/4 TBA
10/2 Watson, LA
10/16 Ringgold, LA
11/5 Shreveport, LA

AFM North Road Race Series

4/16-17 Sears Point, CA
5/21-22 Sears Point, CA
6/19 Sears Point, CA
8/21 Sears Point, CA
9/11 Sears Point, CA
10/23 Sears Point, CA
Info 415/327-0908

AFM South Road Race Series

4/2-3 Riverside, CA
5/28-29 Phoenix, AZ
6/25-26 Riverside, CA
7/16 Phoenix, AZ
8/13 Phoenix, AZ
9/3-4 Phoenix, AZ
Info 818/963-8676

Best of the West Series

6/19 Kernville, CA, MX
10/2 Sunrise, CA, GP
10/16 Rand, CA, End.
10/23 Lucerne, CA, H&H

WSMA Formula USA C'ship Series

4/2-3 Willow Springs, CA
5/14-15 Willow Springs, CA
6/4-5 Willow Springs, CA
9/10-11 Willow Springs, CA
10/1-2 Willow Springs, CA
11/5-6 Willow Springs, CA
Info 805/256-2471

Mickey Thompson Off-Road C'ship Grand Prix Series

4/9 Seattle, WA
* 4/23 Houston, TX
5/7 Pasadena, CA
7/16 Los Angeles, CA
10/1 Las Vegas, NV
* Tentative
Info 714/938-4100

Golden State Enduro Series

4/9 Georgetown, CA
4/17 San Luis Obispo, CA
4/24 Sonoma, CA
5/1 Lucerne, CA
5/22 Placerville, CA
12/10 Tecate, Baja, CA, Mexico
Info 714/643-9108

STRA C'ship Observed Trials Series

4/10 Crossville, TN
5/1 Hendersonville, NC
5/15 Dalton, GA
5/28 Atlanta, GA
9/11 Grant, AL
9/24-25 Berea, KY
10/9 Huntland, TN
10/30 Bellevue Creek, NC
11/13 Cullman, AL
Info 615/967-3008

WMRRA C'ship Road Race Series

5/1 Kent, WA
5/22 Kent, WA
6/12 WERA 6 Hr, Kent, WA
7/17 Kent, WA
9/11 Kent, WA
10/23 Kent, WA

Canadian Nat'l Supercross Series

5/21-22 Montreal, Quebec
6/4 Toronto

CVRG C'ship Vintage Series

Road Race
4/3 Riverside, CA
6/19 Sonoma, CA
6/26 Riverside, CA
7/8-10 Monterey, CA
7/24 Sonoma, CA
9/10 Steamboat Springs, CO
10/1-2 Sonoma, CA



17th Annual

Kawasaki

PRESENTS THE

WORLD MINI GRAND PRIX

ALL NEW MX TRACK CAMPING AT PARK

WORLD CHAMPIONSHIP MINICYCLE MOTOCROSS

NEW INDIVIDUAL BACKWARD FALLING START GATE STEEL TRACK CROSSOVERS CLEAN SANITATION FACILITIES

FINEST FOOD & DRINK CONCESSIONS NEW BLEACHERS NEW SUPER SOUND P.A. SYSTEM

Featuring **Kawasaki** race of champions

APRIL 8-9-10-1988

LAS VEGAS MX PARK

LAS VEGAS NEVADA

TRACK IS LOCATED BETWEEN HENDERSON & BOULDER CITY ON HWY. 95 SOUTH

CLASSES FOR ALL

Age Group	Class	Info
PEE WEES	Thru 8 yrs	Open
JR. CYCLES	9 thru 11 yrs	Open
MINICYCLES	12 thru 14 yrs	Open
	15 thru 16 yrs	Beginner
	17 thru 18 yrs	Nov. Int. Expert
SUPER MINI MOTORCYCLES	19 thru 21 yrs	Open
	No Age Limit	Beginner
	No Age Limit	Nov. Int. Pro
	No Age Limit	Pro & Non Pro

Plus, Great Product Awards from:

BEL-RAY **SCOTT USA** **CEET** **FOX**
DUNLOP **PRO CIRCUIT** **DMC** **EP**
MOTOCROSS ACTION **TRICK** **IRC**

30% WORLD CHAMPIONSHIP TROPHIES

CALL OR WRITE FOR ENTRY FORMS

NMA, P.O. Box 46, Norwalk, Ca. 90650 (213) 868-8112

Cycle News readers- the first to know!

EXCITING 8 RACE

☆☆☆ Motocross Series ☆☆☆

March 20 DeANZA
March 27 BUTTERFIELD
April 3 DeANZA
April 17 DeANZA
April 24 PERRIS
May 1 DeANZA
May 22 PERRIS
June 5 PERRIS

Sanctioned By **SMX**

1988 YAMAHA SCOTT Silkolene

3RD ANNUAL

INFO 714-582-3482

CALIFORNIA CLASSIC

Orange County Cycle
La Habra Yamaha
Sunwest Yamaha
Mission Yamaha
Beach Yamaha

March 13 PERRIS (WARM UP EVENT)
Motocross Series

Gates Open 6:00
Practice At 8:00

AMATEURS AWARDS IN **YAMAHA Classic ca\$h** 100% PRO PAYBACK

SOUTHERN SUPERCROSS

Saturday Night
April 16
Tunnell Hill, Georgia
RACING UNDER THE LIGHTS

\$5,000.00 PRO PURSE

Pays \$100/75/50/25/15 Per Moto
125 Pro & 250/Open Pro
All Motorcycle & ATV Classes Will Run
Amateur Trophies To 5 Places
Practice Starts 6PM-Racing Starts 7PM

Location
Exit off I-75 at
Tunnell Hill/Varnell
Exit and follow signs.
5 Miles north of
Dalton, Georgia

THIS IS OUR GRAND REOPENING

Join Us Every Saturday Night For Weekly Motocross Night Racing!

For More Information Call (404) 278-1570 or (404) 259-5092

CYCLE NEWS

Weekly news,
not monthly history

Goshen Iron Horsemen Presents



Amateur Hill climb APRIL 24

1:00 PM

Iron Horseman Clubgrounds
Goshen, IN
S.R. 120, 2 miles east of S.R. 13.

For More Information:
219/674-8061 or
219/293-3398

Free Camping • Concession Served

MIDDLEFORD SPEEDWAY MX FRIDAY NIGHT SUPERCROSS

Every Friday Night Starting April 1st

Classes: 250 A,B,C
80 A,B,C 500 A,B,C
125 A,B,C 3 & 4 Wheelers

Contingencies, Cash & Trophies
3 miles east of Rt. 13 near
Seaford, DE on CR 525

Call for info: Mark Miller
(302) 335-4386 (302) 422-4914
Track Hotline (302) 629-6535

SECESSION MOTOCROSS

Anderson, South Carolina

APRIL 16, 17

Area Qualifier For Amateur National
All Riders Welcome
Practice 8:30 • Race 9:30

Info: (803) 296-5983 evenings

SRA

California Schedule

Apr. 10 Hilltoppers May 29 Carlsbad
Apr. 24 Butterfield June 26 Perris

Info (714) 957-2985

MOTOCROSS OF MARION COUNTY

Citra, Florida

APRIL 10 FMC Points Race
Info: (904) 591-2050

AMRA Pros WORLD CHAMPIONSHIP Dirt Track Racing

Join TODAY!
PO BX 1644 Tarpon Sprgs., FL 34689 813/938-4573

SMX

MX SCHEDULE

Sat. Apr. 2 Perris Raceway
Sun. Apr. 3 DeAnza
Cal Classic Round #3
Sat. Apr. 9 Perris Raceway
Sun. Apr. 10 No Race

INFO (714) 582-3482
ATVs EVERY 2nd Sat. at Perris
100% Pro Payback Saturdays

AFN RACING 1988

Apr. 2-3 Riverside
Apr. 16-17 Sears Point
May 21-22 Sears Point

1134 Crane St. #216 (818) 963-8676
Menlo Park, CA 94025 (415) 327-0908 North Chapter

GLEN HELEN OHV PARK

Sun. Apr. 3 CRC Grand Prix
Sun. Apr. 17 CRC MX
Sun. Apr. 24 CMD Sprg Class MX

Glen Helen OHV Park
P.O. Box 2937, San Bernardino, CA 92406

CRC Race With The Best

April 8 Ascot Park
Gardena CA
April 15 Ascot Park
Gardena CA
April 17 Perris Raceway
Perris CA

CA (714) 261-6116

AMA & D-37 sanctioned
AMA Western Regional
Golden State Series

April 17
Drawing date March 29
Info: (805) 544-0963

For entries send SASE CAL POLY PENGUINS
1254 Madonna Rd., San Luis Obispo, CA 93401
Los Padres National Forest, 35 miles NE of San Luis Obispo

MOTOCROSS
4/17
5/22
6/12
9/9
10/23
11/20
Moto Tex Racing, Lake Whitney
Cycle Ranch, Whitney. Info 817/694-2901.
TEXAS MOTOCROSS
• Goodtimes Motor Sports Park, San Antonio. Info 512/674-9422.
TEXAS MOTOCROSS
• Mustang Tracks, Alvin. Info 713/488-8563.
TEXAS MOTOCROSS
Corpus Christi Dirt Riders. JHJ Moto Park, Corpus Christi. Info 512/937-2709.
WYOMING MOTOCROSS
SRAC. Cheyenne Cycle Club MX Park, Cheyenne. Info 303/989-7436.

APRIL						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

MAY						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

• Denotes Pro Payback

March 30

CALIFORNIA DRAGS
• Baylands Raceway Park, Fremont. Info 415/651-2545.

April 1

CALIFORNIA SPEEDWAY
• Int'l Speedway, Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
PENNSYLVANIA MOTOCROSS
AMA/D-5. Motordrome Speedway, Smithton. Info 304/594-1157 or 412/872-5110.
SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX, Riverside Speedway, Travelers Rest. Info 704/685-3033.

April 1-3

CALIFORNIA DESERT RACE
• SCORE Great Mojave 250. Lucerne Valley. Info 818/889-9216.
TENNESSEE MOTOCROSS
AMA. CUSA Team C'ship, B & J MX, Calrkville. Info 502/522-6389.

April 2

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
CALIFORNIA SHORT TRACK
• R & D Ent. Santa Barbara County Fairgrounds, Santa Maria. Info 408/449-7367.
CALIFORNIA SPEEDWAY
• AMA. Napa Speedway, Napa. Info 707/252-8772.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441 or 727-1171.
CALIFORNIA TT SCRAMBLES
R.L. Promotions. Spinners Airport Raceway, Porterville. Info 209/784-6301.
CALIFORNIA MOTOCROSS
• SMX. Perris Raceway, Perris. Info 714/582-3482.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 305/568-2271.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
GEORGIA MOTOCROSS
• Supercross of Ringgold, Ringgold. Info 404/278-3019 or 965-7013.
GEORGIA MOTOCROSS
Thunder Creek MX, Jackson. Info 912/994-6630.
MICHIGAN MOTOCROSS
D-14. Polka Dots MC, Midland. Info 517/631-3733.
OHIO SHORT TRACK
• AMA/D-12. Triangle MC. Ohio State C'ship. Marion Fairgrounds Coliseum, Marion. Info 614/383-3887.
OHIO MOTOCROSS
AMA/D-11. Muskingum Valley MX Park, Zanesville. Info 614/452-7415 or 796-4745.
PENNSYLVANIA SHORT TRACK
Micro Sprint. Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Evansville Raceways, Berwick. Info 717/759-2841.
TEXAS MOTOCROSS
• AMA/TMC. Kent Howerton Series. Goodtimes Motor Sports Park, San Antonio. Info 512/674-9422.
WASHINGTON SHORT TRACK
AMA/AATVA/Land Speed Sports. Clark County Fairgrounds, Vancouver. Info 503/6611-6813.

April 2-3

CALIFORNIA ROAD RACE
AFM South Series. Riverside Int'l Raceway, Riverside. Info 818/963-8676.
CALIFORNIA ROAD RACE
• WSMA/Formula USA. Willow Springs Int'l Raceway, Willow Springs. Info 805/256-2471.

April 3

ALABAMA MOTOCROSS
GA-AL Series. Wares Ferry, Montgomery. Info 205/277-1313.
ALABAMA MOTOCROSS
Ft. Mitchell MX Club, Ft. Mitchell. Info 205/855-3510.
ARKANSAS MOTOCROSS
Bull Creek MX, Beebe. Info 501/882-3886.
ARIZONA ROAD RACE
AMA/CCS S.W. Region. Firebird Int'l Raceway, Chandler. Info 602/583-8859.
CALIFORNIA GRAND PRIX
CRC. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.
CALIFORNIA DUAL SPORT RIDE
AMA/D-37. Foothill Kawasaki/Yamaha, Tujunga. Info 818/353-5409.
CALIFORNIA MOTOCROSS
• CMC. Weekend of Champions Series. Sandhill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA YSR50 RACE
YSR50 C'ship Series. Carlsbad Raceway, Carlsbad. Info 619/967-9811.
CALIFORNIA MOTOCROSS
AMA/D-36. Lakeport Speedway, Clearlake/Lakeport. Info 707/274-8210.
CALIFORNIA MOTOCROSS
CMC. Barona Oaks Raceway, Ramona. Info 619/444-8116.
CALIFORNIA MOTOCROSS
• SMX Cal-Classic #3. De Anza Cycle Park, Sunnymead. Info 714/582-3482.
FLORIDA MOTOCROSS
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
FLORIDA MOTOCROSS
FMC Spring Series. Callahan MX, Callahan. Info 904/757-3820.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
INDIANA MOTOCROSS
H Cubed Inc. Lake Eliza, Valparaiso. Info 219/462-3267.
INDIANA HARE SCRAMBLES
Stoney Lonesome MC, Columbus. Info 812/379-2312.
INDIANA MOTOCROSS
• AMA/D-15. Knobby Hill MX, Hortonville. Info 317/758-6200.
KENTUCKY HARE SCRAMBLES
Pendleton Co. MC Rec. Park, Gardnersville. Info 606/472-3442.
MICHIGAN MOTOCROSS
D-14. Bull Dogs MC, Millington. Info 517/871-2950.
MICHIGAN MOTOCROSS
MRA. Log Road TNT, between Coldwater & Bronson. Info 517/522-4380.
MICHIGAN MOTOCROSS
AMA/D-14. S & A Raceway, Clifford. Info 313/678-2479.
MISSOURI MOTOCROSS
Midwest Motorsport. Kahoka. Info 816/328-6626.
NEW YORK MOTOCROSS
D-3. Frozen Ocean MX Park, Auburn. Info 315/784-5466 or 352-5738.
NEW YORK MOTOCROSS
AMA. Moto-Masters Park, Mapleview. Info 315/699-7105.
NORTH CAROLINA MOTOCROSS
• NAME Spring MX Series. Rolling Hills Cycle Park, Reidsville. Info 919/342-4492.
NORTH CAROLINA MOTOCROSS
• Wilkes Co. MX Park, Lenoir. Info 704/758-4342.
NORTH CAROLINA MOTOCROSS
Carolina Spring Series. S.E. MX Assn. Montrose MX, Raeford. Info 919/875-3805.
NORTH CAROLINA MOTOCROSS
Silver Creek MX Park, Morganton. Info 704/584-2808.
OHIO TT SCRAMBLES
Sideways Promotions. Deerfield Speedway, Deerfield. Info 216/584-8668.
OHIO HARE SCRAMBLES
Gran Prix Raceway, Canal Fulton. Info 216/239-1598 or 682-9231.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.
PENNSYLVANIA MOTOCROSS
The Challenger, Jacksonville. Info 412/726-5494 or 726-8204.
PENNSYLVANIA MOTOCROSS
AMA/D-5. PA State C'ship. Rocky Ridge Riders, Imperial. Info 412/796-1667 or 796-5602.
PENNSYLVANIA MOTOCROSS
• AMA/D-6. Hideaway MX Inc., Shippensburg. Info 717/423-6853.
SOUTH CAROLINA MOTOCROSS
Cottageville MX, Cottageville. Info 803/538-7808 or 538-3947.
TENNESSEE MOTOCROSS
Candies Creek MX, Cleveland. Info 615/479-3470 or 478-3178.
TENNESSEE MOTOCROSS
• Smoky Mountain MX, Pigeon Forge. Info 615/453-4622 or 453-8203.
TEXAS HARE SCRAMBLE
• TX CC Racing Assn. Alvord. Info 214/775-6278.

April 6

CALIFORNIA MOTOCROSS
• CMC. Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA DRAGS
• Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA SPEEDWAY
• Cal-Expo, Sacramento. Info 916/485-8619 or 489-0476.

April 8

CALIFORNIA MOTOCROSS
• CMC. Ascot Raceway Park, Ascot. Info 714/261-6116.
CALIFORNIA SHORT TRACK
BRA. Bakersfield Speedway, Bakersfield. Info 805/323-7877.
CALIFORNIA SPEEDWAY
• Int'l Speedway. Orange County Speedway, Costa Mesa. Info 714/492-9933.
OREGON SHORT TRACK
• SOMA. Jackson County Expo. Compton Arena, Central Point.
PENNSYLVANIA MOTOCROSS
AMA/D-5. Motordrome Speedway, Smithton. Info 304/594-1157 or 412/872-5110.
SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX, Riverside Speedway, Travelers Rest. Info 704/685-3033.

April 8-10

NEVADA GRAND PRIX
NMA World Mini GP. Las Vegas Int'l Raceway, Las Vegas. Info 213/868-8112.

April 9

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
ALABAMA MOTOCROSS
Penton MX, Lafayette. Info 205/864-9448 or 864-9641.
CALIFORNIA SHORT TRACK
• R & D Ent. Santa Barbara County Fairgrounds, Santa Maria. Info 408/449-7367.
CALIFORNIA SPEEDWAY
• AMA. Napa Speedway, Napa. Info 707/252-8772.
CALIFORNIA POKER RUN
SECC. Charlie's Place, Red Mountain. Info 714/689-6114.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441 or 727-1171.
CALIFORNIA TT SCRAMBLES
R.L. Promotions. Spinners Airport Raceway, Porterville. Info 209/284-6301.
CALIFORNIA MOTOCROSS
• SMX. Perris Raceway, Perris. Info 714/582-3482.
FLORIDA MX/SHORT TRACK
• Orange County Raceway, Orlando. Info 305/568-2271.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA MOTOCROSS
• Supercross of Ringgold, Ringgold. Info 404/278-3019 or 965-7013.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
INDIANA MOTOCROSS
AMA/D-15. H Cubed Inc. Lake Eliza, Valparaiso. Info 219/462-3267.
KENTUCKY SHORT TRACK
• Paducah Dirt Riders, Paducah. Info 502/554-5050.
OHIO MOTOCROSS
• AMA/D-11. Dirt Country, Blanchester. Info 513/791-8970 or 625-9987.
OHIO MOTOCROSS
• Honda Hills, Linnville. Info 614/323-3766 or 228-0690.
OREGON SHORT TRACK
• SOMA. Jackson County Expo. Compton Arena, Central Point.
PENNSYLVANIA SUPERCROSS
SX C'ship. Trail-Way Speedway, Hanover. Info 717/359-4310.
WASHINGTON ULTRACROSS
• Mickey Thompson Ent. Group. Seattle Kingdome, Seattle. Info 714/938-4100.

April 9-10

ALABAMA ROAD RACE
WEBA C'ship Series. Talladega Gran Prix Raceway, Talladega. Info 205/362-7010 or 362-6370.

CALIFORNIA GRAND PRIX
 • AMA/FIM. US Int'l GP. Laguna Seca Raceway, Monterey. Info 408/373-1811.
CALIFORNIA SAND DRAGS
 • USA Sand Drags. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA MOTOCROSS
 • CMC/OTHG/Fresno Shriners Benefit MX. Fresno Fairgrounds, Fresno. Info 209/582-3655 or 992-4888.
GEORGIA DRAGS
 • Dragbike! C'ship Series. 7th Annual Dixie Cyclenationals. Atlanta Dragway, Commerce. Info 315/735-1661.
GEORGIA POKER RUN
 • Easy Living Yamama/WRGA Ride for C.U.R.E. Days Inn, Rome. Info 404/234-8502 or 232-2417.
ILLINOIS MOTOCROSS
 • Bloomington Normal MC, Wapella. Info 309/467-3378.
MICHIGAN SUPERCROSS
 • AMA/Pace Promotions/D-14. Pontiac Silverdome, Pontiac.
NEW JERSEY MOTOCROSS
 • 2nd Annual Honda Big Bucks Shoot-Out. AMA/D-6. Raceway Park, Englishtown. Info 201/446-6331 or 446-6740.
NORTH DAKOTA ARENACROSS
 • GR Promotions. West Fargo Fairgrounds, W. Fargo. Info 218/236-8359.
OREGON ROAD RIDE
 • Trinity Road Riders Spring Opener. Silverton. Info 503/658-3385.
TEXAS ROAD RACE
 • CRRC Series. 4 Hr. Reg. Endurance Sat., Reg. Sprints Sun. Texas World Speedway, College Station. Info 713/342-1902.
WISCONSIN DRAGS
 • Motorcycle Weekends Series. Great Lake Dragway, Union Grove. Info 414/462-5520.

April 10

ALABAMA MOTOCROSS
 • Coleta Valley MX, Ashland/Talladega. Info 205/354-4586 or 354-7307.
ALABAMA MOTOCROSS
 • Gary's Warrior MX, Warrior. Info 205/647-5612 or 849-8069.
ARKANSAS MOTOCROSS
 • Cleburne County Speedway, Heber Springs. Info 501/362-6474.
ARKANSAS MOTOCROSS
 • D & S Promotions. Harrison Raceway, Harrison. Info 501/741-2662.
CALIFORNIA MOTOCROSS
 • CMC. Carlsbad Raceway, Carlsbad. Info 714/261-6116.
CALIFORNIA DESERT RACE
 • AMA/D-38/Fudpucker Racing Team. Plaster City West, Imperial County. Info 619/427-5759.
CALIFORNIA MOTOCROSS
 • CRC & WMA Spring Nat'l's. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA ENDURO
 • SCCC Series. Charlie's Place, Red Mountain. Info 714/689-6114.
CALIFORNIA MOTOCROSS
 • CMC. Weekend of Champions Series. Marysville MX, Marysville. Info 916/695-2727.
CALIFORNIA MOTOCROSS
 • DRC. DeAnza Cycle Park, Sunny-mead. Info 714/653-6110 or 242-5840.
CALIFORNIA MOTOCROSS
 • CMC/IMI. IMI Raceway, Pearsonville. Info 619/446-7240 or 805/945-9113.
CALIFORNIA YSR50 RACE
 • YSR50 C'ship Series. Willow Springs Raceway, Willow Springs. Info 619/967-9811.
CALIFORNIA GRAND PRIX
 • DCR. Perris Raceway, Perris. Info 714/371-6333.
CALIFORNIA ROAD RIDE
 • 4th Annual All British Ride. Castiac Landing, Castiac. Info 805/529-1270.
CALIFORNIA HARE & HOUND
 • AMA/D-37/Rovers MC. Soggy Dry Lake, Lucerne Valley. Info 805/526-3513.
CAL/MEX GRAND PRIX
 • SRA/Hilltoppers MC. Rosarito Beach, Baja Calif. Info 213/428-4971 or 714/898-4557.
COLORADO MOTOCROSS
 • SRAC/RMP. Thunder Valley MX Park, Lakewood. Info 303/989-7436.
FLORIDA MOTOCROSS
 • FMC Spring Series. MX of Marion County, Reddick. Info 904/591-2050 or 591-2377.
GEORGIA SHORT TRACK
 • AMA Nat'l C'ship 600 D.T. Series. Dixie Speedway, Woodstock. Info 404/926-5315 or 926-3019.
GEORGIA MOTOCROSS
 • GA-AL Series. Rome Cycle Ranch, Rome. Info 404/235-3454.
GEORGIA MOTOCROSS
 • Thunder Creek MX, High Falls. Info 912/994-6630.
KENTUCKY HARE SCRAMBLE
 • Rough Country MX Club, Henderson. Info 812/897-3800.
KENTUCKY MOTOCROSS
 • Greenbo MX, Argillite. Info 606/473-7590.
KENTUCKY MOTOCROSS
 • AMA. Eastern KY MX, Eastern. Info 606/285-9306.
KENTUCKY MOTOCROSS
 • Sportstown USA. Ohio Valley Raceway MX, West Point. Info 502/351-4442 or 935-7674.
MARYLAND MOTOCROSS
 • Antietam MC, Hagerstown. Info 301/797-8866.

MICHIGAN MOTOCROSS
 • MRA. Wheel Wars, Harrison. Info 517/539-8033.
NEVADA MOTOCROSS
 • AMA/D-36. NV C'ship Series. NV Old Timers. Fernley. Info 702/358-4388 or 329-1211.
NEW YORK MOTOCROSS
 • D-3. Frozen Ocean MX, Auburn. Info 315/784-5466 or 716/352-5738.
NORTH CAROLINA CROSS COUNTRY
 • Beechnut Park, Mt. Airy. Info 919/320-2220 or 786-5343.
OHIO SHORT TRACK
 • Sideways Promotions. Deerfield Speedway, Deerfield. Info 216/584-8668.
OHIO HARE SCRAMBLES
 • Sunset Ramblers, Gallion. Info 419/756-8601 or 614/389-5268.
OHIO MOTOCROSS
 • AMA/D-11/COCR. Lancaster. Info 614/237-3511.
OHIO HARE SCRAMBLE
 • Mathias Raceway, New Philadelphia. Info 216/239-1598.
OHIO TRIALS
 • Trials, Inc. South of Mantua. Info 216/327-2527.
OKLAHOMA MOTOCROSS
 • Allen Ranch MX, Tulsa/Bixby. Info 918/428-1237.
OKLAHOMA MOTOCROSS
 • Motorcycle Raceways, Oklahoma City. Info 405/681-9492.
PENNSYLVANIA MOTOCROSS
 • AMA/D-6. Evansville Raceways, Berwick. Info 717/759-2841.
SOUTH CAROLINA MOTOCROSS
 • Cottageville MX, Cottageville. Info 803/538-7808 or 538-3947.
SOUTH CAROLINA MOTOCROSS
 • Spring Series. Pursburg MX, Hardeeville. Info 912/355-1816.
SOUTH CAROLINA HARE SCRAMBLE
 • 4th Annual SERMA SERTA HS. Serma Clubhouse, Wedgefield. Info 803/481-2710 or 469-3466.
TENNESSEE MOTOCROSS
 • Candies Creek MX, Cleveland. Info 615/479-3470 or 478-3178.
TENNESSEE TRIALS
 • STRA C'ship Series. Observed Trials. Crossville. Info 615/967-3008.
TENNESSEE MOTOCROSS
 • Boyd's Creek MX Track, Sevierville. Info 615/45333-8947 or 453-8546.
TENNESSEE MOTOCROSS
 • Thunder Hill MX, Cleveland. Info 615/479-1340 or 472-0298.
TEXAS MOTOCROSS
 • Bastrop Raceway, Bastrop. Info 512/832-1274 or 321-9861.
TEXAS MOTOCROSS
 • Burleson MX Park, Burleson. Info 817/295-8908 or 295-1760.
WASHINGTON MOTOCROSS
 • Squisher Racing. Horn Rapids ORV Park, Richland. Info 509/837-4438.
WASHINGTON TRIALS
 • Puget Sound Trialers. Enduro Trials. Goldbar. Info 206/630-5537.

April 13

CALIFORNIA NIGHT MX
 • CMC. Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA DRAGS
 • Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA SPEEDWAY
 • Cal-Expo. Sacramento. Info 916/485-8619 or 489-0476.

April 15

CALIFORNIA SHORT TRACK
 • Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA MOTOCROSS
 • CMC. Ascot Raceway Park, Ascot. Info 714/261-6116.
CALIFORNIA SPEEDWAY
 • Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
MICHIGAN MOTOCROSS
 • MRA. Milan Excitement City, Milan. Info 313/439-7735.
SOUTH CAROLINA SUPERCROSS
 • Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.

April 15-17

NEVADA DESERT RACE
 • Best in the Desert Grand Slam C'ship Series. Las Vegas 300. Las Vegas. Info 702/457-5775.
NORTH CAROLINA DRAGS
 • IDBA Nat'l C'ship Series. Spring Nat'l's, Rockingham. Info 205/849-7886.

April 16

ALABAMA MOTOCROSS
 • County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
CALIFORNIA SPEEDWAY
 • AMA. Mother Goose Racing. Napa Speedway, Town & Country Fairgrounds, Napa. Info 707/252-8772.
CALIFORNIA OFF ROAD RACE
 • Off-Road Amateur. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA SHORT TRACK
 • R & D Ent. Santa Barbara County Fairgrounds, Santa Maria. Info 408/449-7367.
CALIFORNIA MOTOCROSS
 • Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441 or 727-1171.

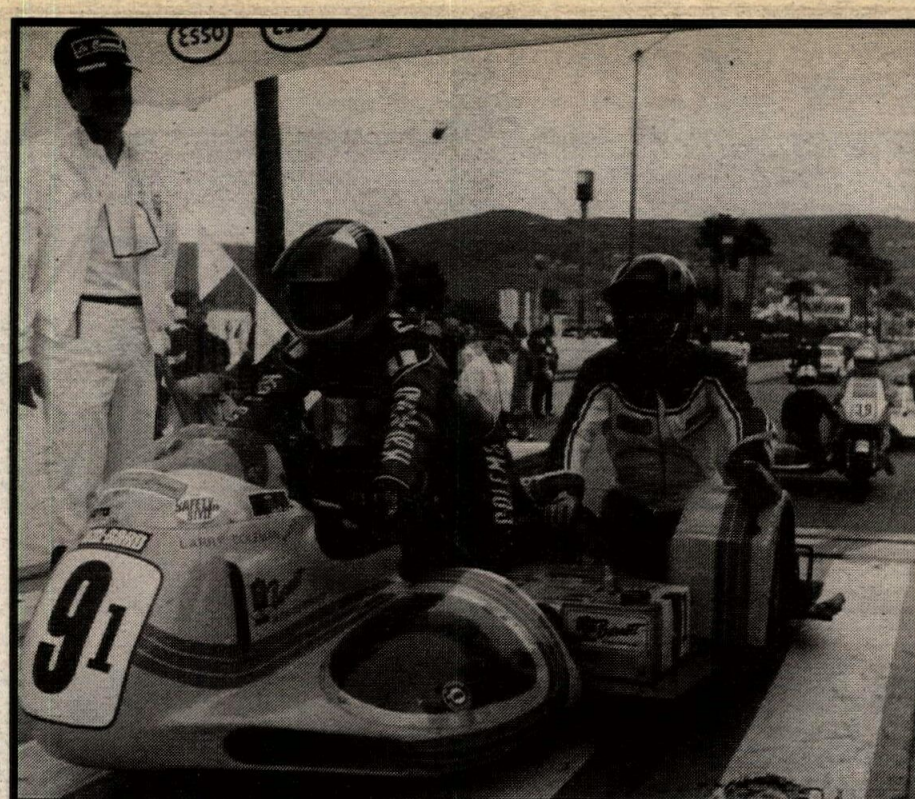
CALIFORNIA MOTOCROSS
 • SMX. Perris Raceway, Perris. Info 714/582-3482.
CALIFORNIA MOTOCROSS
 • Steve Wright Racing. CA Mid-Winter Fairgrounds, Imperial. Info 619/579-0637.
FLORIDA MOTOCROSS
 • Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
FLORIDA MX/SHORT TRACK
 • Orange County Raceway, Orlando. Info 305/568-2271.
FLORIDA MOTOCROSS
 • R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA MOTOCROSS
 • Supercross of Ringgold. Ringgold. Info 404/278-3019 or 965-7013.
GEORGIA MOTOCROSS
 • Thunder Creek MX, Jackson. Info 912/994-6630.
OHIO MOTOCROSS
 • AMA/D-11. Dirt Country MX, Blanchester. Info 513/791-8970 or 625-9987.
OHIO MOTOCROSS
 • AMA/D-11. Muskingum Valley Park, Zanesville. Info 614/452-7415 or 796-4745.
PENNSYLVANIA SHORT TRACK
 • Micro Sprint. Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA SUPERCROSS
 • AMA/D-6. Evansville Raceways, Berwick. Info 717/759-2841.
TEXAS SUPERCROSS
 • AMA/Pace Promotions. Texas Stadium, Dallas. Info 312/963-4810.
TEXAS MOTOCROSS
 • AMA/TMC. Kent Howerton Series. Goodtimes Motor Sports Park, San Antonio. Info 512/674-9422.

April 16-17

ARKANSAS MOTOCROSS
 • AMA. Loretta Lynn's Area Qualifier. Camel Back, Pine Bluff. Info 501/879-1404.
CALIFORNIA ROAD RACE
 • WERA Pacific/Mountain Region/WSMA. Willow Springs Int'l Raceway, Willow Springs. Info 805/256-2471.
CALIFORNIA POKER RUN
 • Off-Road P.R. Sheriff's Barstow Desert Rescue Squad. Slash X Ranch, 10 mo S. of Barstow. Info 619/253-2210.
FLORIDA MOTOCROSS
 • NMA Qualifier Warm Up. Hyman Myers Speedway Park, Tallahassee. Info 904/656-2915.
MICHIGAN MOTOCROSS
 • AMA/D-14. Loretta Lynn's Nat'l Area Qualifier. Morelands MX Park, Stanton. Info 517/235-4106.
PENNSYLVANIA CROSS COUNTRY
 • AMA/AATVA/Wiseco Grand Nat'l Series. Brown Jug. Brownsville. Info 304/594-1157.
SOUTH CAROLINA MOTOCROSS
 • Area MX Qualifier. Secession MX, Anderson. Info 803/296-5983.

April 17

ALABAMA MOTOCROSS
 • Ft. Mitchell MX Club, Ft. Mitchell. Info 205/855-3510.
ARKANSAS MOTOCROSS
 • Bull Creek MX, Beebe. Info 501/882-3886.
CALIFORNIA OFF ROAD RACE
 • Off-Road Pro. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA MOTOCROSS
 • CMC. Perris Raceway, Perris. Info 714/261-6116.
CALIFORNIA MOTOCROSS
 • CMMC. Barona Oaks Raceway, Ramona. Info 619/444-8116.
CALIFORNIA SHORT TRACK
 • AMA/D-36. Pro/Am. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
CALIFORNIA MOTOCROSS
 • CRC. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.
CALIFORNIA MOTOCROSS
 • Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA GRAND PRIX
 • AMA/AATVA Nat'l C'ship Series. Shasta Dam, Redding. Info 916/243-4277 or 614/891-2425.
CALIFORNIA SIDE CAR RIDE
 • So. Cal. Sidecar Experience. Frazier Park/Ojai Ride. Accessories Unlimited, Newhall. Info 805/252-6524.
CALIFORNIA MOTOCROSS
 • CMC. Weekend of Champions Series. Sandhill Ranch, Brentwood. Info 415/641-9308.
CALIFORNIA ENDURO
 • AMA/D-37. 38th Annual Hi Mountain. Cal Poly-Penguins. Los Padres Nat'l Forest, San Luis Obispo. Info 805/544-0963.
CALIFORNIA VINTAGE MX
 • CVRG. Marin County MC Assn. Petaluma. Info 415/829-6091.
CALIFORNIA MOTOCROSS
 • SMX. DeAnza Cycle Park, Sunny-mead. Info 714/582-3482.
COLORADO MOTOCROSS
 • SRAC/PMI. Pueblo Motorsports Park, Pueblo. Info 303/989-7436.
FLORIDA MOTOCROSS
 • Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
FLORIDA MOTOCROSS
 • FMC Spring Series. Ocala MX, Ocala. Info 904/622-94400 or 867-1340.
GEORGIA MOTOCROSS
 • Thunder Creek MX, High Falls. Info 912/994-6630.



Taylor Racing Takes 1st Place in La Carrera Classic, Baja Calif.

Congratulations to Larry Coleman and Mike Taylor on their outstanding win in the sidecar class at the 3rd annual La Carrera Classic March 19th. They took an impressive 10th overall position on the grueling 125 mile course through tight mountain curves and flat out straights from Ensenada to San Felipe Mexico with an average speed of 98.3 mph. The Barnett Clutch equipped unit performed flawlessly to capture the win. A special thanks goes out to their sponsors Barnett, Kal-Gard, Shoei, and Yuasa.



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 Sun. - Regional Sprints
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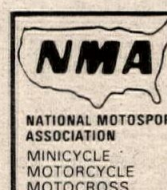


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FAMILY ENDURO

S.C.E.C. HOBO
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April 9 & 10	WERA Riders School & Regional Sprints,	I.R.P., Clermont, IN
April 16 & 17	AMA/CCS Suzuki Cup Races,	Blackhawk Farms, Beloit, IL
April 16 & 17	AMA/CCS Regional Sprints,	Roebing Road, Faulkville, GA
April 16 & 17	WERA Regional Sprints,	Summit Point Raceway Summit Pt., WV
April 23 & 24	WERA Riders School & Regional Sprints,	Road Atlanta, Braselto, GA
April 30/May 1	WERA Nat'l Endurance & Suzuki Cup Races,	Roebing, Rd., Faulkville, GA
April 30/May 1	WERA Suzuki Cup Races,	Nelson Ledges Road Course, Warren, OH

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KANSAS MOTOCROSS
Wichita Jeeps MC, Wichita. Info 316/685-0223.

KENTUCKY MOTOCROSS
AMA. Pendleton Co. MC Rec. Park, Gardnersville. Info 606/472-3442.

KENTUCKY MOTOCROSS
Sportstown USA, Ohio Valley. Raceway MX, West Point. Info 502/351-4442 or 935-7674.

LOUISIANA HARE SCRAMBLES
LA State H.S. C'ship Series. Minden. Info 504/635-3311 or 273-4948.

MEXICO DESERT RACE
• ADRA C'ship Series. 2nd Annual Sandy Beach La Playa 100. Penasco, Rocky Point. Info 602/252-1900.

MICHIGAN MOTOCROSS
MRA. Log Road TNT, between Coldwater & Bronson. Info 517/522-4380.

MISSOURI HARE SCRAMBLE
Ozark Mountain Racing. Walnut Shade. Info 417/883-7226.

MISSOURI MOTOCROSS
MX Parents. Finger Lake State Park, Columbia. Info 314/474-4849.

NEW YORK MOTOCROSS
D-3. Frozen Ocean MX Park, Auburn. Info 716/352-5738 or 315/784-5466.

NEW YORK MOTOCROSS
WNYSC/Hunt Racing, Inc. Hunt. Info 716/476-2697.

NORTH CAROLINA MOTOCROSS
• Carolina Spring Series. S.E. MX Assn. Montrose MX, Raeford. Info 919/875-3805.

NORTH CAROLINA MOTOCROSS
• Wilkes Co. MX Park, Lenoir. Info 704/758-4342.

OHIO TT SCRAMBLES
Sideways Promotions. Deerfield Speedway, Deerfield. Info 216/584-8668.

OHIO HARE SCRAMBLES
Salem MC, Salem. Info 216/427-6645.

OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.

OREGON ROAD RACE
OMRRA C'ship Series. Sprints. Portland. Info 503/221-1487.

PENNSYLVANIA HARE SCRAMBLES
AMA/D-6/Flying Dutchmen MC. Pine Grove. Info 717/345-6340 or 345-8918.

PENNSYLVANIA MOTOCROSS
Hurricane Hills Sports Center, Clifford. Info 717/587-2190 or 222-9290.

PENNSYLVANIA MOTOCROSS
State C'ship. The Challenger, Jacksonville. Info 412/726-5494 or 726-5689.

SOUTH CAROLINA MOTOCROSS
Cottageville MX, Cottageville. Info 803/538-7808 or 538-3947.

TENNESSEE HARE SCRAMBLES
Bristol Sports Park, Bristol. Info 615/3233-5497 nites.

TENNESSEE MOTOCROSS
Candies Creek MX, Cleveland. Info 615/479-3470 or 478-3178.

TENNESSEE MOTOCROSS
• Smoky Mountain MX, Pigeon Forge. Info 615/453-4822 or 453-8203.

TEXAS HARE SCRAMBLES
• TX C.C. Racing Assn. 50 Mile. Weatherford. Info 214/775-6278.

TEXAS MOTOCROSS
• Mustang Tracks, Alvin. Info 713/488-8563.

TEXAS MOTOCROSS
Lake Whitney Cycle Ranch, Whitney. Info 817/694-2901.

TEXAS MOTOCROSS
• AMA. Goodtimes Motor Sports Park, San Antonio. Info 512/674-9422.

TEXAS MOTOCROSS
Corpus Christi Dirt Riders. JHJ Moto Park, Corpus Christi. Info 512/937-2709.

WASHINGTON MOTOCROSS
• CMC. NW Gold Star MX Series. Washougal MX Track, Washougal. Info 503/673-1671.

April 20

CALIFORNIA DRAGS/MX
• CMC. Baylands Raceway Park, Fremont. Info 415/651-2545.

CALIFORNIA SPEEDWAY
• Cal-Expo, Sacramento. Info 916/485-8619 or 489-0476.

April 22

CALIFORNIA MOTOCROSS
• CMC. Ascot Raceway Park, Ascot. Info 714/261-6116.

CALIFORNIA SHORT TRACK
• BRA. Bakersfield Speedway, Bakersfield. Info 805/323-7877.

CALIFORNIA SPEEDWAY
• Int'l Speedway. Orange County Speedway, Costa Mesa. Info 714/492-9933.

MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 313/439-7735.

PENNSYLVANIA MOTOCROSS
AMA/D-5. Motordrome Speedway, Smithton. Info 304/594-1157 or 412/872-5110.

SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.

April 23

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.

ALABAMA MOTOCROSS
Penton MX, Lafayette. Info 205/864-9448 or 864-9641.

CALIFORNIA SPEEDWAY
• AMA. Mother Goose Racing. Napa Speedway, Napa Town & Country Fairgrounds, Napa. Info 707/252-8772.

CALIFORNIA SHORT TRACK
• R & D Ent. Santa Barbara County Fairgrounds, Santa Maria. Info 408/449-7367.

CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441 or 727-1171.

CALIFORNIA MOTOCROSS
• SMX. Perris Raceway, Perris. Info 714/582-3482.

FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/988-4950.

FLORIDA SHORT TRACK/MX
• Orange County Raceway, Orlando. Info 305/568-2271.

FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.

GEORGIA MOTOCROSS
• Supercross of Ringgold, Ringgold. Info 404/937-3372 or 278-3019.

GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.

KENTUCKY MOTOCROSS
AMA/B & J MX, Lakeland MX Track, Trigg Co. Rec. Complex, Cadiz. Info 502/522-6389.

MARYLAND ICE RACE
• ICE. Speedway Ice Racing Nat'l C'ship. Baltimore Arena, Baltimore. Info 602/299-0206.

NEVADA SAND DRAGS
• Las Vegas Int'l Speedway, Las Vegas. Info 702/365-1080.

NEW YORK MOTOCROSS
• AMA. Broome-Tioga Sports Center, Binghamton. Info 607/648-4997.

OHIO SHORT TRACK
Sideways Promotions. Deerfield Speedway, Deerfield. Info 216/584-8668.

OHIO MOTOCROSS
• AMA/D-11. Dirt Country MX, Blanchester. Info 513/791-8970 or 625-9987.

TEXAS GRAND PRIX
• Mickey Thompson Off Road C'ship Grand Prix Series. Houston Astro-dome, Houston.

April 23-24

CALIFORNIA ROAD RACE
ARRA C'ship Series. Willow Springs Int'l Raceway, Rosamond. Info 805/966-5700.

KENTUCKY MOTOCROSS
AMA. Eastern KY MX, Eastern. Info 606/285-9306.

LOUISIANA MOTOCROSS
AMA Loretta Lynn's S. Central Area Qualifier, Riverside MX, Watson. Info 504/664-4297.

OREGON HILLCLIMB
Pacific NW C'ships. Blitz Canyon, Grants Pass. Info 476-6739 or 474-2161.

PENNSYLVANIA SUPERCROSS
D-7 SX C'ship. Trail-Way Speedway, Hanover. Info 717/359-4310.

TENNESSEE MOTOCROSS
3rd Annual Eastern Continental C'ship & Vintage MX. Muddy Creek MX, between Kingsport, TN & Bristol, VA. Info 615/323-5497.

April 24

ALABAMA MOTOCROSS
• Coleta Valley MX, Ashland/Talladega. Info 205/354-4586 or 354-7307.

ALABAMA MOTOCROSS
• Gary's Warrior MX, Warrior. Info 205/647-5612 or 849-8069.

ARKANSAS MOTOCROSS
• Cleburne County Speedway, Heber Springs. Info 501/362-6474.

CALIFORNIA MOTOCROSS
• CMC. Spring Classic. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.

CALIFORNIA DESERT RACE
AMA/D-38/Fudpucker Racing Team. Plaster City East, Imperial County. Info 619/427-5758.

CALIFORNIA SHORT TRACK
• AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/368-7182.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

Location of event: _____

City/Town: _____ State: _____

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Wind

(Continued from page 2)

appreciate cards and letters. Send those to 6683 Langtry, Norcross, GA 30093.

Tony Hendon (ATK) won the March 27 Nashville, Tennessee, round of the AMA National Championship Hare Scrambles Series. Kurt Hough (Kaw) was second and Kevin Brown (Suz) third.

The March 27 IDBA Iron Man Drag Race National at Birmingham, Alabama, saw Terry Kizer (Suz) down Charles Isreal (Suz) in the Funny Bike final, and George Bryce (Suz) top Charlie Gressman in the Pro Stock final. Kizer set a new eighth-mile Funny Bike E.T. record at 4.48 seconds. Dave Schultz (Kaw) set new eighth-mile Pro Stock E.T. and top speed records at 5.07 seconds, 138.47 mph.

Two-time Grand National Champion Ricky Graham heads the entry list for the April 10 AMA 600 National Championship Short Track at Woodstock, Georgia's Dixie Speedway. Fifty-three riders have pre-entered the \$10,000 event and in addition to Graham, dirt track stars such as Ted Boody, Terry Poovey, Chris Carr, Dan Ingram, Steve Morehead and Rodney Farris are pre-entered. Will Davis, winner of the Daytona round of the 600 National Series, is also pre-entered. Practice starts at 12:30 p.m. with the first heat race getting underway at 2:30.

Brad Peterson, owner of Peterson Cycles in Topeka, Kansas, won a Vance & Hines customized Suzuki Katana 600 in a drawing conducted by Allied Aftermarket (Fram filters, Autolite spark plugs, and Bendix brake pads) at the recent Cincinnati trade show. Petersen says he'll road race the Katana.

Scott USA has donated a mountain bicycle which will be raffled off by a group of International Six Days Enduro supporters. The drawing will be conducted at the Stoney Lonesome M.C. Fun Run in Columbus, Indiana, on July 24. You do not have to be present to win. Profits from the raffle will be used to purchase uniforms for the American ISDE team to wear during opening ceremonies at the Six Days in France this coming September. Raffle tickets are \$1 each and are available from Carolyn Hough, RR 9, Box 330, Indianapolis, IN 46239, 317/861-4237.

After sitting motionless in the U.S. Senate Public Lands Subcommittee for several months, S7, the California Desert Protection Act, appears to be on the move again. The subcommittee recently completed its study of the bill and sent the measure to the full Energy & Natural Resources Committee. The committee will "mark up" the bill (negotiate changes in the legislation) then vote on it. S7 probably will not be considered until after the Senate's April recess. The bill could be heard sometime in May, but perhaps not. "We're real busy with other issues right now, but S7 is on the business meeting agenda," said a committee spokesperson. Riders who wish to express an opinion on S7 should write to committee members at: The Honorable (name of senator), Energy & Natural Resources

Committee, U.S. Senate, Washington D.C. 20510. Committee members include: Jay Bennett, chairman (D-Louisiana); Dal Bumpers (D-Arkansas); Wendell H. Ford (D-Kentucky); Howard M. Metzenbaum (D-Ohio); John Melcher (D-Montana); Bill Bradley (D-New Jersey); Jeff Bingaman (D-New Mexico); Timothy E. Wirth (D-Colorado); Wyche Fowler Jr., (D-Georgia); Kent Conrad (D-North Dakota); James A. McClure, ranking Minority member (R-Idaho); Mark Hatfield (R-Oregon); Lowell Weicker, Jr., (R-Connecticut); Pete V. Domenici (R-New Mexico); Malcolm Wallop (R-Wyoming); Frank H. Murkowski (R-Alabama); Don Nickles (R-Oklahoma); Chic Hecht (R-Nevada); Daniel J. Evans (R-Washington).

The Knowhow Workshop of New York City Technical College is offering classes in motorcycle maintenance. The classes, which start on April 11, are aimed at the average motorcycle owner and run twice a week (Monday and Tuesday nights) for five weeks, followed by a Saturday all-day session. One course, KHX 114, covers all makes, and the other, KHX 115, covers BMWs. Armen Amirian will instruct both courses which will be held in midtown Manhattan. For more information, call 718/643-5570.

Dick Klamfoth's Honda Hills in Linnville, Ohio, will offer Vintage class racing at all its '88 MX meets. On August 2, Honda Hills will host one round of a four-round Vintage series which includes the annual Dick Mann Dirt Bike Rally in California. Honda Hills will also host a Vintage trials on August 7. For more information, call 614/323-3766.

Scot Harden has signed an agreement with KTM America to compete exclusively on KTMs at all off-road races in the U.S. and Mexico. In addition, KTM will be the official motorcycle of the Harden Offroad Riding & Safety School.

Road racer James Adamo and Melanie Stone were married on March 19 at Glen Cove, New York. Team Leoni's Adamo and his best man rode to the services on a Husqvarna. The newlyweds honeymooned in Cancun, Mexico.

A resolution opposing S7 was passed March 20 by the California Republican Assembly during the organization's annual convention, held in Redwood City. In the resolution, California Republicans said they, "recognize the need to protect the desert environment," but added that they oppose, "restrictive and unfair denial of free access to the desert area." The resolution was submitted for consideration by the assembly's Greater Barstow and Victor Valley units.

The California Senate Appropriations Committee has not set a date for hearings on AB36, a mandatory helmet bill which cleared the Senate Transportation Committee March 15. The bill could be scheduled for hearings soon or could bypass the committee altogether. "The committee consultants may determine the bill will have no fiscal impact," said a committee spokesperson. "It could bypass the committee and go straight to the senate floor." AB36, introduced in 1987 by Assemblyman Richard Floyd

(D-Gardena), was approved by the assembly last year.

Suzuki's Bob Hannah was cheering his teammates on at Hangtown instead of riding. According to Suzuki team manager Pat Alexander, Hannah's wrist, which he injured in Florida in January, still hasn't healed and he won't return to action until either the May 1 Axton, Virginia, National or the May 22 Southwick, Massachusetts, National.

Team Yamaha's Micky Dymond was spectating at Hangtown after breaking his hand earlier in the week while practicing. The injury will keep him out of action for up to eight weeks.

Agonia seeks off-roaders support during OHV meeting

By Mike Bishop

ONTARIO, CA, MAR. 18

In an effort to win support from off-highway vehicle enthusiasts in California, Henry Agonia, the state's embattled director of Parks and Recreation, today made concessions to the OHV community during a meeting of the Off-Highway Motor Vehicle Recreation Commission, held in Ontario.

In an attempt to appease OHV users, Agonia officially went on record against S7, the California Desert Protection Act, which would close large portions of the southern California Desert to off-road riding.

The tentative parks director (Agonia's appointment to the position won't be permanent unless he is confirmed by the California Legislature in May) also outlined a group-permit plan which would reopen trails to off-highway vehicles in Anza Borrego Desert State Park. Agonia closed the park to off-road riding shortly after he took office last year.

Agonia then directed the state OHV staff to reestablish the Pismo Dune Patrol Volunteer Safety program, which has come under fire recently from some state officials.

A campaign by off-road vehicle user groups, particularly the California Off-Road Vehicle Association (CORVA), may have led to Agonia's attempts to kiss and make up with the off-road community.

CORVA recently targeted Agonia in its newsletter, urging off-roaders to write to their state senators seeking a "no" vote on Agonia's confirmation. According to CORVA, their campaign has had an impact. CORVA officials say 17 out of 40 state senators have indicated they will not support Agonia in a floor vote.

In other business, the commission unanimously supported a feasibility study of the possibility of opening a southern access to Pismo Dunes State Vehicular Recreation Area (SVRA);

The commission expressed support for legislation which would provide an additional \$174,000 for development in Whitney Canyon OHV Park;

And commissioners voiced distress that many motorcycle magazines use illegal riding areas to produce "irresponsible" photographs for their publications. They asked the OHMVR staff to draft a letter to ACORP (a motorcycle/ATV press group) asking member publications

to reconsider their photography policies.

During the public comment period of the meeting, AMA representative Gerry Counts said the only vehicles that could use a proposed "State Wide Trail," which would span California between the Mexican and Oregon borders, would be street-legal vehicles with license plates. An OHV trail from border to border probably could not be established because of wilderness blockage.

After the OHMVR staff reported that an addition to Hollister Hills SVRA fell through when the property was sold to a private developer, Commissioner Ed Waldheim complained that the state shouldn't "keep building empires" in northern California because most off-road riders in the state are concentrated in southern California.

The commission is made up of seven members appointed by the governor, the senate and the assembly.

Although existing law mandates that commission members represent the entire state, some feel the commission is "heavy" with northern California representatives even though 80 percent of OHV use occurs in the state's southern counties. Of the seven commissioners, only two are from southern California.

Waldheim again asked the OHMVR staff to implement a plan to develop an area at Hungry Valley SVRA for motocross racing. Waldheim feels the facility should have three MX tracks similar to CMC's Quail Canyon program of two years ago.

Waldheim said he received a letter from Lake Tahoe Motorcycle Clubs which said they, "want trails, not playpens."

Jack Orndoff reported that an initiative will be offered to voters in Madera County for approval of a county OHV park.

Bureau of Land Management officials said they will construct a new campground at Glamis Dunes, a BLM OHV riding area near the Mexican border.

Waldheim reported that due to inaction by past years' grant recipients, \$34 million is encumbered in the state fund but not spent. He warned the receiving agencies that they should, "use it or lose it."

Waldheim commended Scott Boyer of Answer Products after the company dropped all dual purpose exhaust systems from production. The action was the result of a special meeting between the commission and the motorcycle industry, held in February, during which commissioners complained of excess noise from aftermarket exhaust systems.

It was reported that the February noise meeting prompted Kawasaki to place disclaimers on their advertising for motocross bikes, which are not legal for use on public lands in California.

In a related action item, the commission voted to boost new noise limit levels in SVRAs and on other public lands in California from 99 decibels to 101 decibels. The only dissenting vote came from newly appointed commissioner Hugh McGuigan, a 30-year veteran of the California Highway Patrol.

Pat Davidson of the California Desert Coalition warned that Senator Alan Cranston may introduce yet another desert bill which would close 250,000 acres more than S7 would close.

Following the public comment period, Waldheim raised the issue of Prairie City OHV Park in Sacra-

(Continued to page 51)

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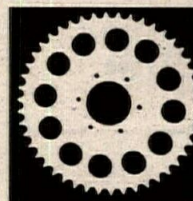
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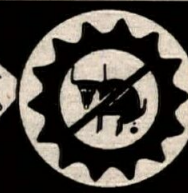


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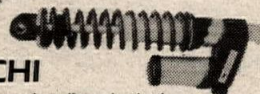
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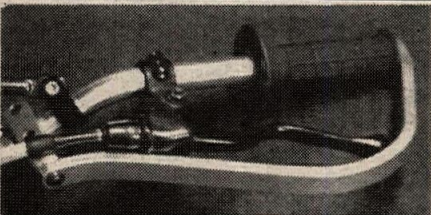
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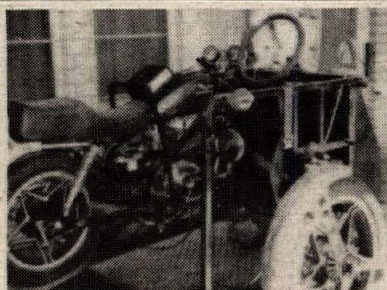
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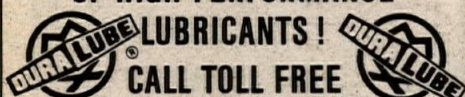
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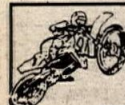
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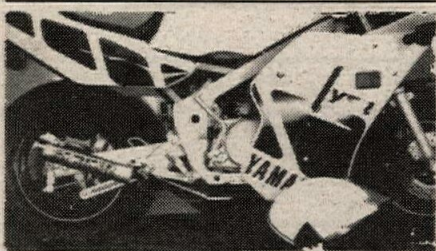
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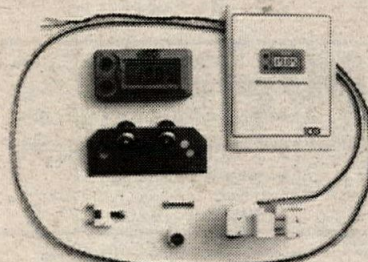
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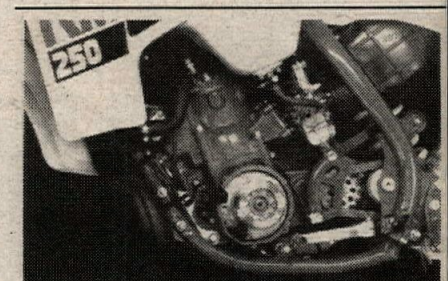
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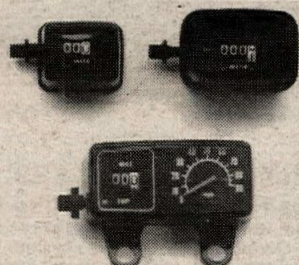
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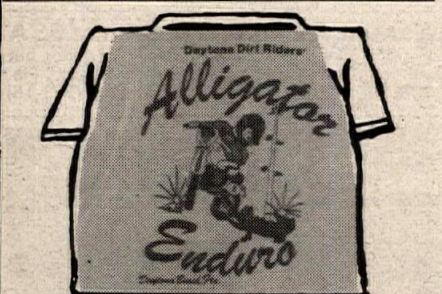
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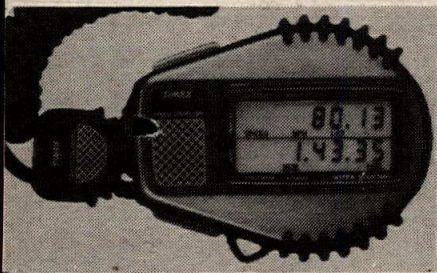
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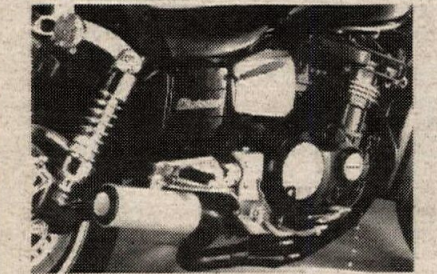
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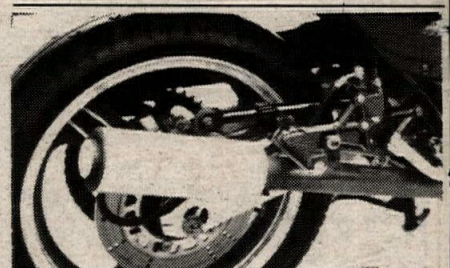
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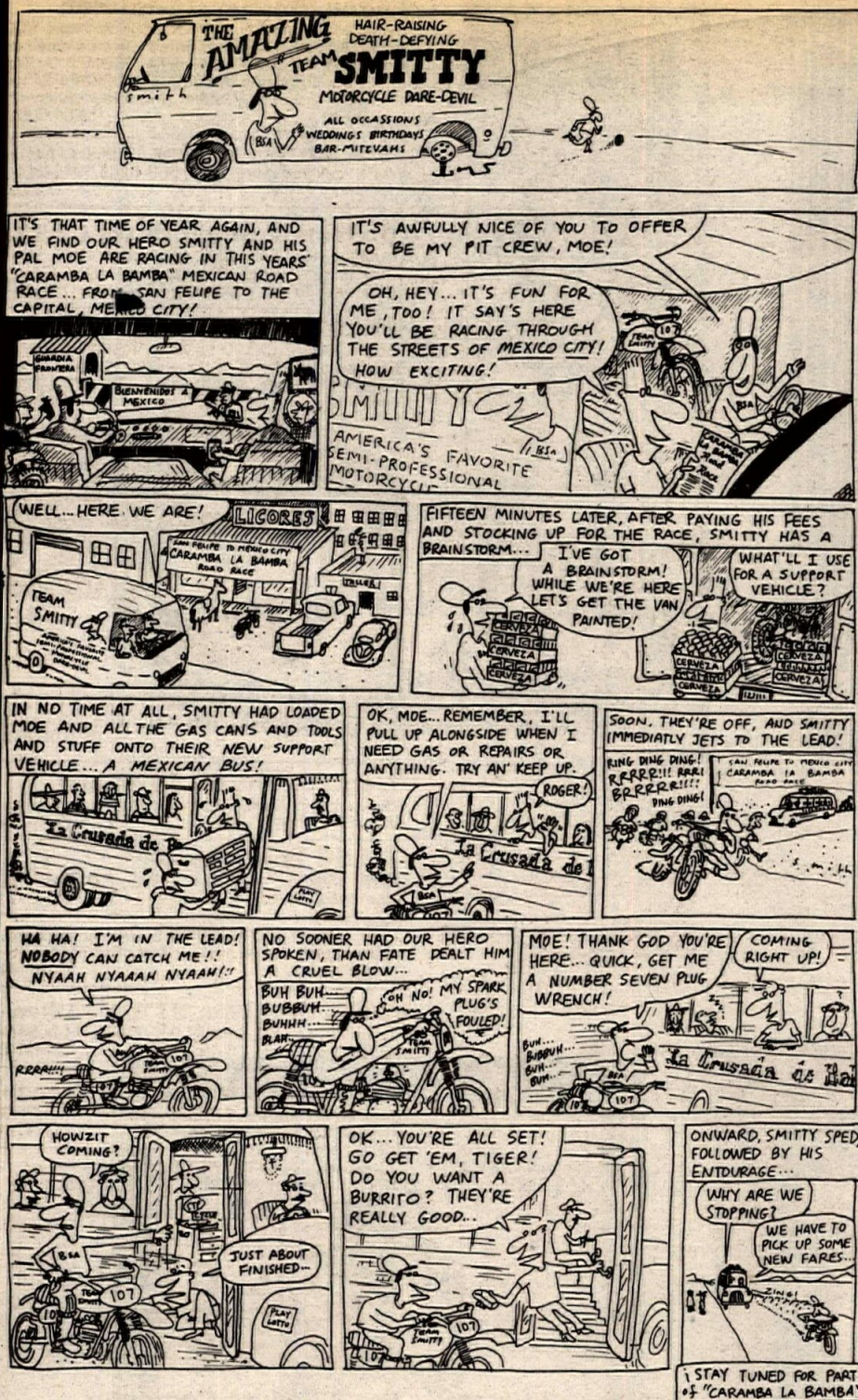
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Wind

(Continued from page 42)

mento County. The state inherited Prairie City when the county lost a liability lawsuit and closed the facility.

The State Parks Department wants to hire 10 rangers to staff the park as a SVRA, while Waldheim suggested that the park be run by a private concessionaire, replacing a drain on OHV funds with income.

Commissioners elected officials during today's meeting with ex-Congressman Gene Chappie of Placerville, representing four-wheel drive enthusiasts, retaining his seat as chairman. John Motley, a motorcycle dealer from San Luis Obispo, retained his seat as vice-chairman.

Other commissioners include Waldheim, a motorcyclist from Glendale; Jim Livermore, a motorcyclist from Victorville; Betty Morris, a four-wheel drive representative from Foster City; Marge Sutton of Palo Alto, a former chairman of the Loma Prieta Chapter of the Sierra Club; and CHP veteran McGuigan, of Los Molina (near Red Bluff), who is a member of the Sierra Club's Shasta Chapter.

ATV riders have no representation on the panel, but could get a chance to improve their position when the terms of Livermore and Morris expire at the end of this year.

The evening before the commission meeting, the commission held

its grant review meeting for government agencies in the central and southern areas of the state that use OHV registration (green sticker) funds to help pay for off-road riding areas.

The BLM presented a slide show outlining where their green sticker funds are being spent.

Representatives from many Forest Service districts were not as well prepared, however, and that prompted dissatisfaction from some OHV users in the audience.

"Why did you spend several hundred thousand dollars on a paved road to Rowher Flats and then reduce the play area from 600 acres to 30 acres," Counts asked officials from Angeles National Forest. "In essence (you have) an expensive road that goes nowhere."

Several times the grants meeting erupted in arguments over forest policy. In the end it was evident that some forest districts, like Mt. Pinos and San Bernardino, will continue to receive green sticker funds because they are cooperative with the state and have outstanding potential for off-road use. Other forest districts that aren't as cooperative, however, may lose their chance of receiving green sticker funds to develop OHV projects.

The next OHMVR Commission meeting will be in the San Luis Obispo Area May 19-20. The agenda will include a tour of Pismo Dunes on Thursday and the commission meeting on Friday.

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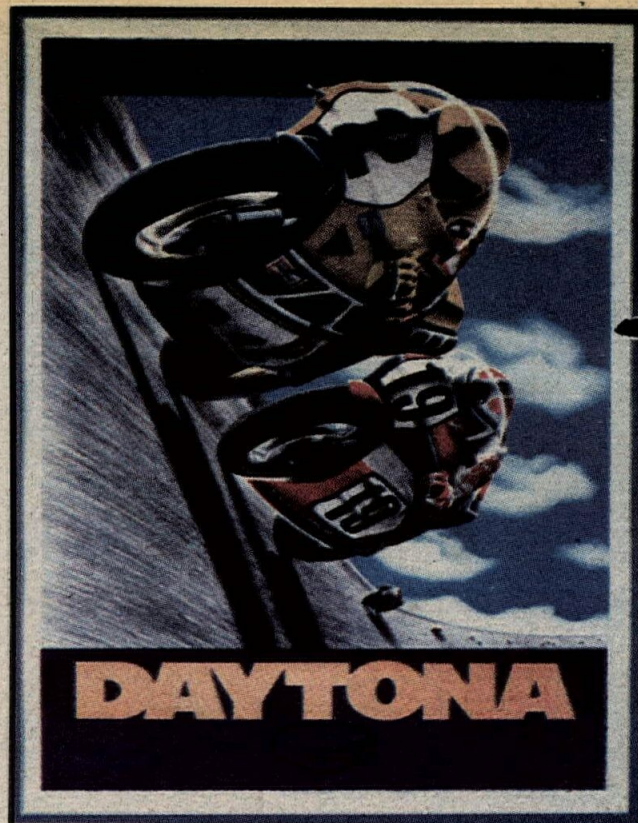
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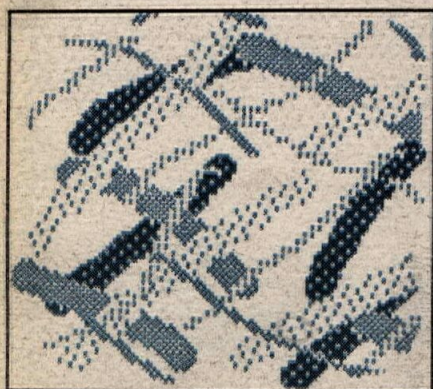
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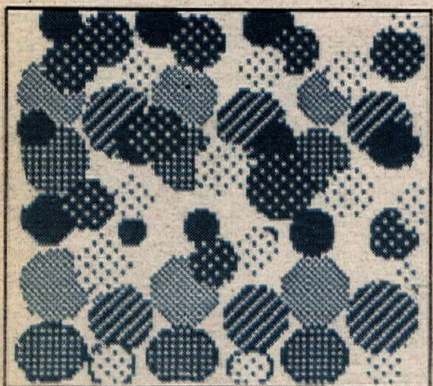


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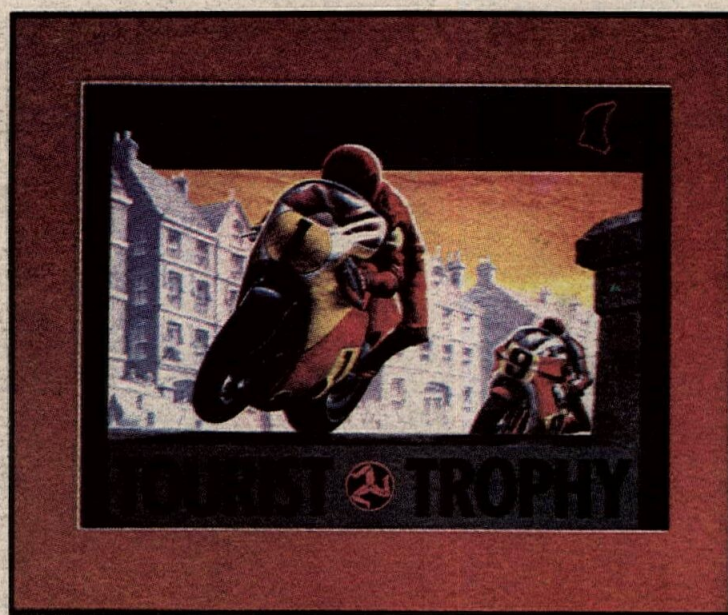


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